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HONGKONG WOMEN'S GUILD AND M. C. LEAGUE. ANNUAL REPORT.

The fourth annual report of the combined Guild and League, mentions that the net proceeds of the annual fete on December 8th and of entertainments held during the year amounted to \$18,425.63—a sum which, though not so high as in 1922, is higher, the Report says, than any previous total.

The financial statement shows receipts amounting to \$21,075.27, and at the end of the financial year (January 31st, 1924), there was a balance of \$2,235 in hand.

The Report after showing how the funds have been allocated (already published in the Press) says:

This year the following grants were increased—

- (i) Orphan Homes of Scotland by \$35.
- (ii) Netherdale Hospital by \$200.
- (iii) Ying Wa Girls' School by \$100 towards building expenses.
- (iv) Baxter Mission Day Schools by \$100, and Victoria Home and Orphanage by \$50, towards typhoon repairs.

The following grants were reduced—

- (i) M.C.L. Cots at Otterclaw by \$40.
- (ii) Children's Ward of the London Hospital by \$100. Though known to be always in need of funds, the Hospital has received donations from other sources in the Colony during the year.
- (iii) Fairlea School by \$200. The School is now incorporated with St. Stephen's Girls' College and is no longer in need of so much assistance.

A new grant of \$300 was made to the Home for the Aged Poor in Kowloon. The attention of the Executive Committee was drawn to the excellent work now being done by this most deserving institution in caring for the Aged Poor of both sexes, irrespective of sect or religion. On inquiry it was found that the Home, which is in charge of the Little Sisters of the Poor, has no fixed income and relies entirely upon charitable donations and gifts in kind from the people of the Colony.

The following comprised the Branches of the Guild and League during 1923—Saval and Dockyard Branch, Military Branch, Police Branch, Park Branch, Victoria Branch, Quarry Bay Branch, Kowloon Dock Branch, Kowloon Branch, Leifros Girls' School Branch, St. Paul's Girls' School Branch, St. Stephen's Girls' College Branch and the Children's Club Branch.

Efforts have again been made this year, with satisfactory results, to interest the children even more in the work of the M.C.L. Not only have the children themselves contributed largely to the funds, but those in charge of them have never lost sight of the educative value of the League, and have done their utmost to inspire the children with the spirit of "service and help."

The Children's Club has grown so large and so many parents wish their children to join that it should be possible to form more than one "Club" during 1924, if sufficient helpers are available.

In addition to the numerous entertainments given by generous supporters to help the various Branches, it gives the Committee great pleasure to mention the exceedingly popular and successful Aquatic Sports for Children in aid of the M.C.L. Cots at Otterclaw, which were organised this year for the first time by Lady Rees Davies. It is hoped that this will become an annual event.

During 1923, there were 358 adults and 615 children members on the books of the Guild and League.

The efforts made in 1922 to extend the work of the Guild and League over the greater portion of the year was continued in 1923. In view of the unsettled weather on the day of the Bazaar, which undoubtedly interfered with the receipts, this policy has been amply justified. Out of a total of \$18,425.63 made, the sum of \$10,348.29 was handed in to the Hon. Treasurer apart from the Bazaar.

The Report is signed by Lady Stubbs, as President; Lady Evelyn Stuart Taylor, as Hon. Treasurer; and Mrs. Dyer Ball, as Hon. Secretary.

ACKNOWLEDGMENT OF DONATIONS.

The following are extracts from letters acknowledging donations received:

THE SHANTERBY HOMES AND "ANG THUSA" TRAINING SHIP.—I beg to acknowledge the receipt of your very kind letter enclosing a gift of \$500.00 from the President and Committee of the Hongkong Women's Guild and Ministering Children's League, and shall be glad if you will convey our warmest thanks to them for this acceptable renewal of help. Will you please assure them that in these days of stress and anxiety, their gift is doubly welcome.

ORPHAN HOMES OF SCOTLAND.—I have to-day received the splendid gift sent by the Committee of the Hongkong Women's Guild, and Local Branch of the Ministering Children's League, and we are greatly cheered by this expression of their continued interest in the work of the Homes. At present we are in preparation for a party of boys and some girls going to Canada, and we are glad to be able to give them this good chance in the New Country. Will you accept an apology to all the friends who have so kindly ministered to our needs, our heartfelt thanks.

LONDON HOSPITAL.—Lord Knutsford (Chairman) writes:—What a splendid gift the Hongkong Women's Guild and Ministering Children's League have sent to this grand old hospital. Do please convey to the President and the Committee the most grateful thanks imaginable, for a gift like this brings such cheer

and encouragement, over and above its actual material helpfulness. In these hard times a gift on this scale does indeed come as a godsend, and I only hope one and all will realize how very very appreciative we are.

OFFICERS' FAMILIES FUND.—The Secretary writes:—I am asked by Lady Lansdowne and the Committee to thank you very much indeed for the further generous donation that you have sent to the Officers' Families Fund from the Committee of the Hongkong Women's Guild and Local Branch of the Ministering Children's League.

THE CHURCH OF ENGLAND HOMES FOR WAIFS AND STRAYS.—I have pleasure in sending a receipt for the welcome gift of \$500.00, which reached us on the 3rd inst., and shall be glad if you will be good enough to convey the Society's warmest thanks to your Committee for their kindness in allocating this splendid contribution towards our work. I need hardly say how grateful we are for their support, and how very encouraged we feel by their practical interest in our work for the little ones left friendless and orphaned.

ADMIRALTY HOUSE, PORTSMOUTH.—With reference to your letter of 25th January, 1924, forwarding a cheque for one hundred and seventy pounds (£170), as a donation to the Trafalgar Orphan Fund, I will you please convey to the Hongkong Women's Guild and Ministering Children's League my thanks, as Administrator of the Fund, for this most generous and welcome contribution.

ROYAL SOLDIERS' DAUGHTERS' HOME.—I wish on behalf of the Committee of the Royal Soldiers' Daughters' Home, to acknowledge the receipt of a cheque for £170 being the amount of a further donation from the Hongkong Guild and Ministering Children's League. Kindly convey to the various members of the Hongkong Guild and Ministering Children's League, our very grateful thanks.

"EVELINA" HOSPITAL FOR CHILDREN, SOUTHWARK, LONDON, S.E.—With many grateful thanks I send Official Receipt for the very liberal further donation of £200 from the Hongkong Women's Guild and Ministering Children's League. At this month's meeting of the Committee of Management I was instructed to inform you how highly the Authorities of the "Evelina" appreciate the continued support and friendly interest of the League in this exceptionally useful and deserving Children's Hospital situated in one of the poorest districts of London.

MINISTERING CHILDREN'S LEAGUE, 32A, WESTMINSTER PALACE GARDENS.—I am writing for my father, Bishop Ridgeway, Chairman of the Executive, and for the Executive, to thank the Hongkong Branch of the League most enormously for the splendid help it has sent us. Will you please convey the best thanks of the Executive to the whole Branch. With again many thanks.—Yours sincerely, UNA G. BUNNORS.

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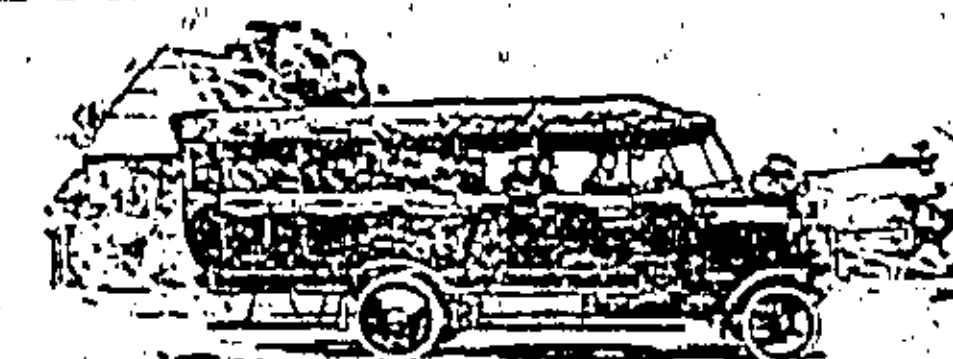
		USUAL PRICES	SPECIAL PRICES
No. 1	Turkish	50's	\$2.75
No. 5	do.	50's	2.25
No. 11	do.	50's	1.80
No. 14	Egyptian	50's	2.00
No. 18	do.	50's	1.50
No. 23	do. (Gold Tip)	50's	1.50
No. 1	Virginia	50's	1.00
No. 75	do.	50's	1.25
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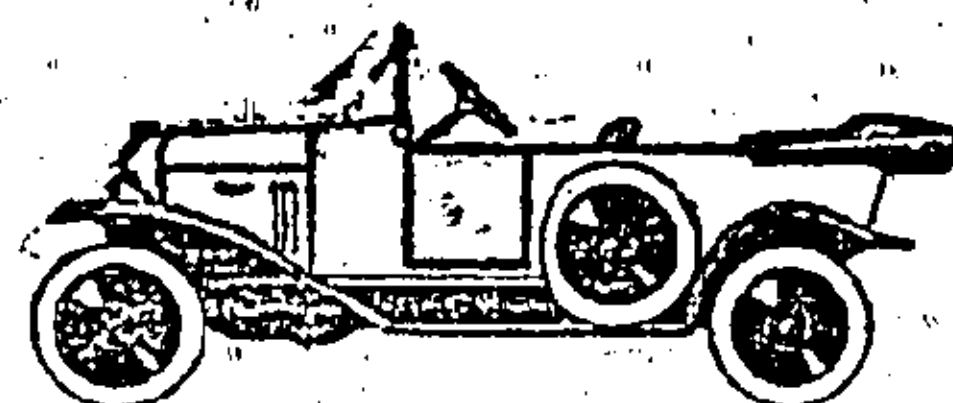
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HONGKONG SHARE MARKET.

Messrs. Benjamin and Potts, in their weekly share report, dated April 25th, state:—

Since our last Report of 17th April, the Easter holidays have intervened, and, beyond a little more enquiry in a few favourite stocks, there has been no material expansion of business.

Banks.—Hongkong and Shanghai Banks are firmer with sales made at \$1.17 1/2. The London price is cabled at 213 3/4 (middle).

Marine and Fire Insurances.—Unions have been placed at \$243. There are enquiries for Cantons at \$730, North Chinas at \$140, Yangtzes at \$293 and Hongkong Fires at \$330. China Fires at \$145 have lapsed to a nominal quotation.

Shipping.—Hongkong, Canton & Macao Steamboats after being negotiated at \$38 1/2, have advanced to a buying rate of \$39. Douglas Steamships are offering at \$33. Star Ferries are also easier with probable sellers at \$37. Waterboats have improved to \$18 1/2.

Refineries.—China Sugars continue very flat and are offered at \$240, after sales at this price. Malabons are obtainable at \$40.

Oils and Mining.—Kailans are enquired for locally at 68 1/2. Lungkats (Combined) are out of favour with sellers at \$15. "Shell" Transports have advanced to 99 1/2 and Benguets to \$5. 2 1/2.

Electric Companies.—Hongkong Tramways have shown renewed strength and have been dealt in up to \$32 1/2. China Lights have been in good demand and the price has moved upwards to \$15.60 and \$20.25 for the Old and New shares respectively. Hongkong Electrics have been bought at \$33.

Docks, Wharves and Godowns.—Hongkong and Kowloon Wharves have again stiffened and there are buyers at \$105 1/2, after sales at \$105/\$108. Hongkong and Whampoa Docks firmed up during the week to \$152, but the demand has slackened. Hongkong Wharves are wanted at \$15, 150 and New Engineerings at \$15. 5/30.

Lands, Hotels and Buildings.—Hongkong Lands have been offering freely, dropping as low as \$107. They are now slightly firmer with buyers at \$108 1/2. Realities have again been booked at \$2.50. Humphreys Estates have needed to \$25 1/2. Hongkong and Shanghai Hotels are steady at \$18 1/2 for the Old; a few of the New shares are obtainable at \$19 1/2.

Cotton Mills.—Ewo Mills are in request at \$15. 1 1/2. Orientals at \$15. 1/2, and Shanghai Cottons at \$15. 50, continue neglected.

Miscellaneous.—Dairy Farms have been taken off the market at \$2 1/2 and more are wanted. Lane, Crawfords after being offered at \$10, came into strong demand and the price has since jumped to \$20. Canton Teas at \$8, Sinceres at \$13 1/2.

Developments at \$1.13. Taxi's at \$1.75. China Omnibuses at \$15. 10.25, could be placed at quotations. Penk Tramways have been sold at the improved price of \$17 1/2. Green Island Cements have ruled weak, but at the close buyers prevail at \$28, including the \$1 paid on the new shares. China Providents (Old) are on offer at \$16, and the New shares at \$3 1/2. Constructions at \$7.60, Hongkong Hopes at \$65 (cum all), and Mackintosh's at \$2 1/2, ex the dividend of \$2 1/2 just paid, are nominal.

Exchange.—The T.T. selling rate on London to-day is 2/4 and on Shanghai 7 1/4.

Forward Settlement Days.—28th April (Tuesday); 27th May (Tuesday), and 25th June (Tuesday), 1924.

HONGKONG TRADE.

The following notes are from the fortnightly circular published by the Hongkong General Chamber of Commerce:— Cotton Piece Goods and Fancy Cotton Goods.—Our market is unchanged, and very little business has been transacted in the interval. The demand is there, but no one wishes to operate at present prices.

Cotton Yarn.—The high prices asked by importers have checked demand considerably and only a limited business has been transacted at improved rates. Quotations are:—No. 10s, \$220/\$224; No. 12s, \$225/\$230; No. 14s, \$240/\$245; No. 16s, \$250/\$255. Arrivals, 300; shipments, 172. Sales, 1,000 bales. Unsold stock, 4,000 bales. Bargains, 3,350 bales.

Woolens.—There has been a small enquiry for woolens generally for autumn shipments, but on account of higher prices prevailing at home, very few offers have found their way into the book. Clearances are at a standstill.

Raw Cottons.—No business in this commodity has been reported, and quotations are purely nominal. Indian description at \$10/\$58. Chinese staple \$12/\$60.

Metals.—Market dull. Very little doing.

Flour.—Stock: About 1,700,000. Market: Quiet.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, April 27th.

	Previous (On Date)	at 2 p.m.	at 5 a.m.	at 2 p.m.
Barometer	29.88	29.89	29.90	
Temperature	69	77	72	
Humidity	80	81	71	
Wind-Direction	ESE	ESE	ESE	
"Force	5	5	4	
Weather	cl	0	0	
Rain	0.3	0.00	0.03	
Highest open-air Temperature on 26th				70
Lowest open-air Temperature on 27th				67

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BOXING.

NEW LOCAL CHAMPION.

BOMBARDIER BARTON WINS
THE HEAVIES.

[BY THE RINGMASTER.]

After an interval of over two years a Colony Heavyweight Championship contest has been staged, and on Saturday night H.E. the Governor (Sir R. E. Stubbs), at the Theatre Royal, clasped the Belt around the waist of Bombardier Barton (Royal Garrison Artillery), who had compelled C.P.O. Callaghan (H.M.S. *Titanic*) to retire in the seventh round. The former holder of the Heavyweight title was Pte. N. Wilkins (R.M.L.I.), who won the Belt after a contest with P.O. Cover (curiously enough also a *Titanic* man) on January 14th, 1922. Cover retired in the eleventh round, and Wilkins received his championship trophy at the hands of the recently retired Chief Justice (Sir William Rogers).

Barton, by taking the verdict—and he took it fairly and squarely—upset general expectations, and gave more than those of Callaghan, who, in the first two rounds, was confidence personified. But after this period it was seen that, although the Naval man knew more about the game and possessed a hefty wallop in each hand, the Bombardier was in better condition, and as hard as nails.

There were seven other contests decided, six being between Naval representatives and East Surrey men. The latter won four of the six, say with Barton's victory, the Military's superiority over the Royal Navy was to the extent of five contests to two. This accounts for seven fights. The eighth was "between the ever popular" "Ginger" Betts (H.M.S. *Hawkins*) and Leading Seaman Penfold (H.M.S. *Titanic*). The "Darling of the Gods" administered the k.o. in the second round.

CHAMPIONSHIP CONTENTS

Following are the details of the contests. Firstly the "big" fight:

C.P.O. Callaghan (H.M.S. *Titanic*) v. Bombardier Barton (R.G.A.). Barton was five pounds heavier (165-167). Both opened with vim. The first round was Callaghan's. His punches were harder. The second meeting was an exciting one. Callaghan got his opponent in his corner and hammered him hard, but on the come-away the P.O. received a clip to the jaw which took him off his feet. On resuming, he suffered a couple of heavy slices to the face. Right at the opening of the third round, Callaghan was sent down and took a count of five. Both men then set to, and tried hard for a knock-out. Callaghan went down for four seconds, and then again for seven. He could have resumed on both occasions earlier in the count, but felt he wanted the rest, and time to think how to get at his opponent. This round was easily Barton's. In the fourth, matters ruled fairly even, both exchanging a number of nice punches. The fifth and sixth encounters went to Barton. In the former the Bombardier executed some pretty ducking which evoked applause, and in the latter occurred the most exciting incident of the fight. Callaghan rushed his man to a neutral corner and for fully one minute kept him there. Barton stood still and covered, and the P.O. punched and punched until he had not a swing left in him. On Callaghan falling back Barton lunged forward with a vicious upper-cut, which, fortunately for Callaghan, only just grazed his chin. It was enough to cause him to slip to the boards, however, though it must be said that he was more exhausted by reason of his own efforts than because of any punishment received from the Bombardier. The "going" gave him time to regain some of his wind. But he had had enough, and after going a little way through the seventh round, in which he received a deal of punishment—his mouth was bleeding—he retired, and his seconds sent a towel to the centre of the ring. Though Barton was obviously in fine condition the fight told on him, and he was unsteady on his feet when he stepped forward to receive H.E. the Governor's congratulations and the Heavyweight Championship Belt presented by the Hongkong Exchange Brokers' Association.

OTHER CONTENTS.

The first of the six-round affairs (Stoker Smith of H.M.S. *Titanic* and Lee-Corpl. Major of the East Surreys) was short-lived. The Stoker being knocked out in the first round after going down three times in all.

Bardman Wareham (East Surreys) beat L.T. Emerson (H.M.S. *Idonion*) over the full distance on points. The soldier was the taller, and had a longer reach, and scored very frequently with a left swing which Emerson's crouch seemed to help to find its mark.

The Royal Navy gained their first victory of the evening when A. B. Theodore (H.M.S. *Despatch*) defeated Corpl. Eades (East Surreys) on points. It was a lucky win for the seaman, and the soldier got the bigger ovation. Eades seemed to take the first two rounds, though after that it was an even contest to the end. A pretty fight, well worth watching. Carlidge's "conqueror," A.B. Turner (H.M.S. *Capit*) had a fairly easy win in Lee-Corpl. Barber (East Surreys) though the soldier lasted the full six rounds. Barber, in fact, took the first round, forcing all the way, but after that Turner had the upper hand, his ascendancy commencing with a swing to Barber's stomach which took much of the fire out of the soldier's fighting.

(Continued at foot of next column.)

MURDERER'S FEARFUL PUNISHMENT.

A SON WHO SHOT HIS FATHER.
THE GREATEST CRIME IN THE
CHINESE CODE.

A correspondent writing to the *Daily News* from Hailow Ku, says:

Shortly before China New Year I learned of the burning in a region frequently visited of a man who had murdered his father, but as such severe punishments are not uncommon, it was not regarded as worthy of reporting. But a late visit brings to light some particulars that are rather unique—at least in the writer's experience.

The victim was a young man who had been known to be living the life of a robber and his father had taken occasion to warn him of his danger and exhort him to reform. The son, enraged at his father's exhortations and rebukes, deliberately shot and killed the latter.

His older brother and uncle immediately effected the capture of the murderer and a concave of the family clan it was determined that he should receive as terrible a punishment as they could invent. Naturally they felt themselves unskilled in the art of torture and took their victim over to the nearest camp of soldiers and requested the commanding officer to execute him in the most spectacular way he could invent. The soldiers who were no longer entertained by the daily executions at the hands of a firing squad naturally took a great interest in the affair and did their best to satisfy the demands of the enraged family.

Market day just before New Year was selected as the best date, and many thousands were present to witness the scene. The murderer was suspended by his feet. These were soaked with kerosene and fired from the top, and a bundle of reeds was also fixed so that his feet and legs would be slowly consumed. Chinese observers are not always accurate in their estimate of time but they claim that this slow burning continued for fully two hours.

The victim was throughout determined to show his courage and in spite of his awful sufferings kept up a constant flow of reviling against his family. To put a stop to this abuse one of the soldiers ripped open his cheeks with a knife but this was absolutely ineffectual in checking the flow of curses. Finally when the white-hot lava of his malediction became utterly unendurable to the watching family, one of them piled a heap of straw beneath the victim's head and fired it, bringing to an everlasting silence the tongue that nothing had ever before tamed.

I was not able to hear one word of commiseration for the victim. To my query whether anyone felt that such tortures were unjustifiable there was an emphatic denial. It was pointed out that his own family were the directors of the affair and that he got only his just desert. He had committed the greatest crime in the Chinese Code and no possible punishment could be too severe.

JUSTICE AND PROPRIETY.

A Chinese youth pleaded guilty on Saturday at Yau-mai Police Court to the theft of clothing. Inspector Blackman said that parent-tickets for articles (produced in Court) had been found on the accused. A certain amount of amusement was caused when the Inspector added that the youth was wearing a pair of trousers, also stolen from the complainant, which could not be taken from him, as they were the only pair he had. His Worship (Mr. E. W. Hamilton) sentenced the youth to one month's hard labour.

The "go" between A.B. Bland (H.M.S. *Despatch*) and Lee-Corpl. Williamson (East Surreys) had an unexpected ending. The first round was very tame. In the second both men loosened out and exchanged slugs. The third was more or less even. In the next Bland, after punishing his man on the ropes, himself caught a swing to the jaw and had to take a fairly long count. The bell saved him. Coming up for the fifth, Williamson went for him and knocked him out after administering a number of body blows. Neither man troubled about defence. Bland was leading on points when he stopped the swing in the fourth round.

"Ginger" Betts (H.M.S. *Hawkins*) made short work of L/Seaman Penfold (H.M.S. *Titanic*) knocking him out in the second round. "Ginger" was the more experienced, and possesses the ability to punch hard at short range and from all angles. Penfold, however, is a good lad, and should considerably improve.

The East Surreys concluded their evening's victories with the welterweight contest between Pte. Pooley and Pte. Fordham, R.M.L.I. (H.M.S. *Capit*). Pooley has a nice stance and boxed with coolness throughout, refusing to be put out by the seaman's wild rushes. Fordham did most of the attacking but more often than not ran into a pretty straight left. Pooley won easily on points.

Thus, the Hongkong Boxing Association's twentieth tournament, proved successful beyond all anticipations. There was not a dull moment in any of the fights.

The officials responsible for an entirely pleasant evening's sport were:

The Boxing Committee (members of which took turns as judges).—Mr. G. G. N. Tinson (Chairman), Mr. A. B. Allan, Lieut. Drake Brockman, Lieut-Comdr. Douglas-Hamilton, R.N., Dr. E. P. Milne, Mr. A. Murdoch, Major White, D.S.O. and Mr. W. Logan.

Medical Officers.—Drs. Montague Harp- ton and C. Forsyth.

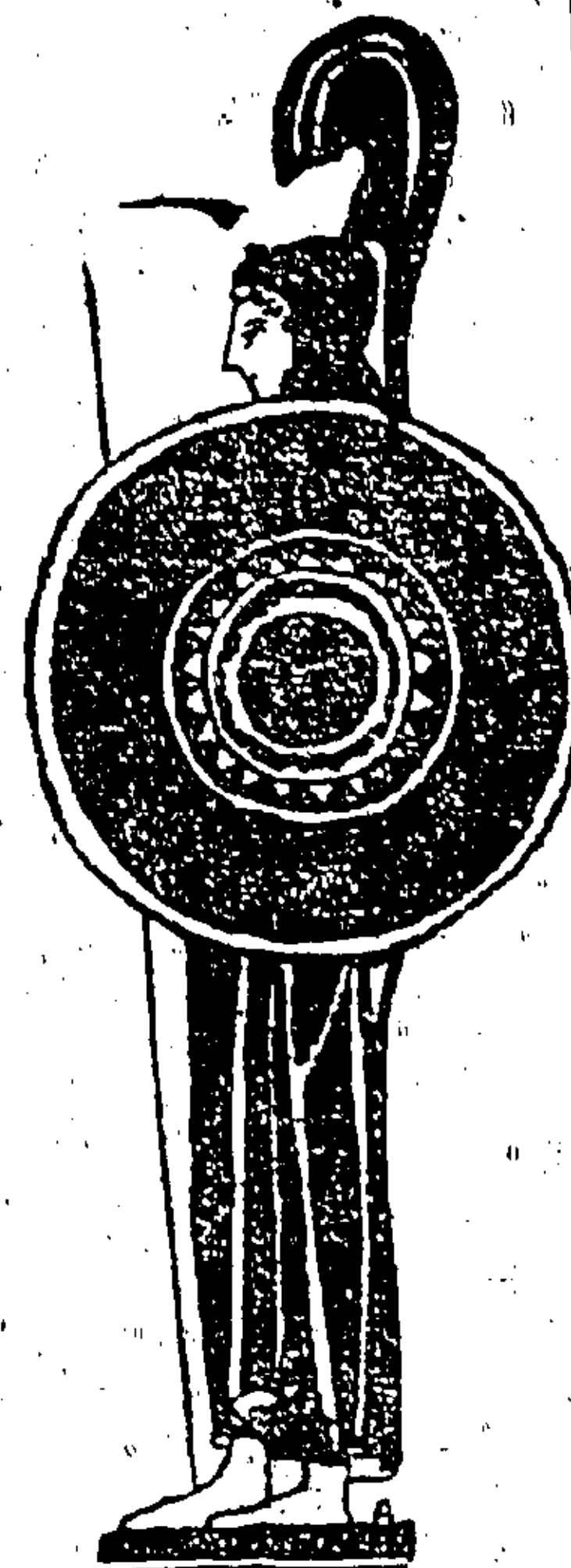
Time-keepers.—Messrs. A. B. Allan and C. Bond.

Manager.—Mr. J. Brook.

Hon. Secretary and Treasurer.—Mr. T. G. Bennett.

MADAME FLINT

CHIC SUMMER FROCKS.



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NEW ADVERTISEMENTS

THE SIMPLEX PLASTER CO., LTD.

NOTICE IS HEREBY GIVEN that the STATUTORY MEETING of the Company will be held at 3 p.m. at the Board Room of the Company, 2nd Floor, China Building, Hongkong, on FRIDAY, the 3rd day of MAY, 1924.

By Order,
CHING-AMERICAN INDUSTRIAL DEVELOPING CO., LTD.,
General Managers.

TOWAGE.

LARGE Powerful SEAGOING TUGS will shortly be available for Trips from Hongkong or Neighbouring Ports to Straits Settlements or Dutch East Indies. For further particulars, please apply to JAYA-CHINA-JAPAN LYN.

TO LET.

FURNISHED FLAT, Four Rooms, Two Bath Rooms, May Road, From June 1st to September 30th. Reply Box No. 704.

TENNIS TOURNAMENT.

WEATHER and Ground Permitting, the following Arrangements have been made:

TO-DAY (MONDAY), 28th APRIL: SEMI-FINAL OPEN CHAMPIONSHIP DOUBLES.

By Order of the Board,
C. MONTAGUE EDE,
General Manager.

TO-MORROW (TUESDAY), 29th APRIL: SEMI-FINAL OPEN CHAMPIONSHIP SINGLES.

By Order of the Board,
C. MONTAGUE EDE,
General Manager.

GOVERNMENT BILLS, ETC.

TENDERS FOR SPECIE AND MEXICAN DOLLARS current in the Colony, for Telegraphic Transfer, on the London Commission, for the sum of £25,000, will be received by the TREASURY CHEST OFFICER, COMMAND PAY OFFICE, until 11 o'clock a.m. on the 28th APRIL, 1924.

The Tenders to state the total amount (in Pounds, sterling) No Telegraphic Transfer will be made for less than £100. The Tenders to be in duplicate and in Sealed Covers, addressed to the TREASURY CHEST OFFICER, COMMAND PAY OFFICE, and endorsed "TENDERS FOR GOVERNMENT BILLS, ETC."

The right to accept or reject any or all of the Tenders is reserved.

Copies of Forms of Tender can be had on application.

Persons tendering for (Bills) are hereby notified that, having regard to the provisions of the Act 23 George III, Cap. 45 and 41, George III, Cap. 52, the acceptance of any such Tender is subject to the express condition that no Member of the British House of Commons or to be admitted to any share or part in or to any benefit to arise from the Contract thereby made for the allotment of such (Bills)."

Contracts entered into by any incorporated Company in its corporate capacity and made for the general benefit of the Company,"

R.A. DOBBIN, Lt.-Col., R.A.P.C.,
Treasury Chest Officer,
His Majesty's Treasury Office,
Hongkong, 28th April, 1924.

NOTICE.

NOTICE IS HEREBY GIVEN that Scrip No. 4257 for 500 Shares, Two Corro Minus Ltd., in the name of Mr. EZRA ABBAHAM of Hongkong, together with a duly executed transfer deed purporting to assign the said shares has been lost.

The said shares are the property of the Undersigned and application has been duly made to the Company for the issue of a Duplicate Scrip.

The public is therefore warned against dealing with the said Shares without reference to the Undersigned. Any person having any knowledge as to the whereabouts of the said scrip is asked to communicate with the Undersigned.

ELLIS & CO.,
No. 21 Ice House Street.

P. & O. S. N. CO.

STEAMER FOR STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS & LONDON.

Through Bills of Lading issued for Batavia, Persian Gulf, Continental, Australia and South African Ports.

THE Steamship "SOUDAN," Captain E. J. THORNTON, B.N.M., carrying His Majesty's Mails, will be despatched from this Port on or about TUESDAY, 29th APRIL, 1924, at 4 p.m., taking Passengers and Cargo for the above Ports.

Silk and Valuable and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay via the Mail Steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until 5 p.m. the day before sailing. The contents and value of all packages must be declared. For further particulars, apply to—

MACKINNON, MACKENZIE & CO.,
Agents.

Hongkong, 25th April, 1924.

INTIMATIONS

UNION INSURANCE SOCIETY OF CANTON, LTD.

NOTICE TO SHAREHOLDERS. NOTICE IS HEREBY GIVEN that the FIFTY-FIFTH ORDINARY YEARLY MEETING of the Society will be held at the Head Office, Union Building, Hongkong, on FRIDAY, 10th MAY, 1924, at Noon, for the purpose of receiving the Report of the Directors and the Statements of Account to 31st December, 1923, and of declaring Dividends, etc.

THE TRANSFER BOOKS of the Society will be CLOSED from May 2nd to May 10th, both days inclusive.

By Order of the Board,
C. MONTAGUE EDE,
General Manager.

Hongkong, 26th April, 1924.

BRITISH TRADERS' INSURANCE CO., LTD.

NOTICE TO SHAREHOLDERS. NOTICE IS HEREBY GIVEN that the FIFTY-EIGHTH ORDINARY YEARLY MEETING of the Company will be held at its Head Office, Union Building, Hongkong, on FRIDAY, 10th MAY, 1924, at 12.15 p.m., for the purpose of receiving the Report of the Directors and the Statements of Account to 31st December, 1923, and of declaring Dividends, etc.

THE TRANSFER BOOKS of the Company will be CLOSED from May 2nd to May 10th, both days inclusive.

By Order of the Board,
C. MONTAGUE EDE,
General Manager.

Hongkong, 26th April, 1924.

THE CHINA FIRE INSURANCE CO., LTD.

NOTICE TO SHAREHOLDERS. NOTICE IS HEREBY GIVEN that the FIFTY-FIFTH ORDINARY YEARLY MEETING of the Company will be held at its Head Office, Union Building, Hongkong, on FRIDAY, 10th MAY, 1924, at 12.20 p.m., for the purpose of receiving the Report of the Directors and the Statements of Account to 31st December, 1923, and of declaring Dividends, etc.

THE TRANSFER BOOKS of the Company will be CLOSED from May 2nd to May 10th, both days inclusive.

By Order of the Board,
C. MONTAGUE EDE,
General Manager.

Hongkong, 26th April, 1924.

HONGKONG DEVELOPMENT, BUILDING AND SAVINGS SOCIETY, LTD.

LOST. APPLICATION has been made to this Company to issue to the Hon. Mr. CHAU KIU KI, of Hongkong, 5 Duplicate Certificates for Two Thousand Five Hundred Shares in this Company, numbered 00554, 00555, 00556, 00557, 00558, upon statement that the Original Certificates Nos. 00554, 00555, 00556, 00557, 00558, dated 23rd January, 1924, together with relative Transfer Deeds attached, have been LOST or MISLAIN, and NOTICE IS HEREBY GIVEN that if within Thirty Days from the Date hereof No Claim or Representation in respect of such Original Certificates is made to this Company, we will then proceed to deal with such Application.

For HONGKONG DEVELOPMENT, BUILDING AND SAVINGS SOCIETY, LTD.,
EDWARD B. RAYMOND,
Secretary.

Hongkong, 26th April, 1924.

S.S. "PAUL LECAT"

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from MARSEILLES, etc., also Cargo from "COMMISSAIRE PERREY LECOCQ" from MARSAILLES (COGNAC, etc.), in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 25th April, 1924, at Noon, will be subject to rent and landing charges.

All Claims must be sent in to the Undersigned on or before the 1st May, 1924, or they will not be received.

All damaged packages will be examined on Monday, the 28th instant, at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

R. RODENFUSHER,
Acting Agent.

Hongkong, 21st April, 1924.

THE BEN LINE STEAMERS, LIMITED.

FROM ANTWERP, LEITH, MIDDLESBRO, LONDON AND STRAITS.

The Steamship "BENALDER."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves, delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before 5th May, or they will not be recognized.

All broken, chipped and damaged Goods are to be left in the Godowns, where they will be examined on the 28th instant, at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

GIBB, LIVINGSTON & CO., LTD.,
Agents.

Hongkong, 21st April, 1924.

INTIMATIONS

NOTICE.

WE have THIS DAY Established A BRANCH OFFICE in SHAMEN, CANTON—DAINTY PARK BUILDING, FIRST FLOOR.

EUROPE ASIA TRADING CO.,
China Building.

CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

THE TWENTY-SEVENTH ORDINARY ANNUAL MEETING of the Company will be held at the Offices of the Company, St. George's Building, No. 6, CONNAUGHT ROAD, on WEDNESDAY, the 30th APRIL, 1924, at 11 o'clock a.m., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ended 31st December, 1923, and electing a Consulting Committee and Auditors.

THE TRANSFER BOOKS of the Company will be CLOSED from Wednesday, the 25th April, 1924, until Wednesday, the 30th April, 1924, both days inclusive.

SHEWAN, TOMES & CO.,
General Managers.

INDO-CHINA STEAM NAVIGATION CO., LIMITED.

THE FORTY-THIRD ORDINARY GENERAL MEETING of the Company will be held at the Offices of the General Managers, Messrs. JARDINE, MATHESON & Co., Ltd., 10th May, 1924, at 11 o'clock in the Morning, for the purpose of receiving the Report of the Directors, passing the Accounts, and electing Directors and Auditors.

THE TRANSFER BOOKS of the Company will be CLOSED from the 25th April to 26th May, both days inclusive.

By Order of the Board,
JARDINE, MATHESON & CO., LTD.,
General Managers.

Hongkong, 16th April, 1924.

TO BE SOLD.

SMALL TANNERY at Ma Tse Koo, Kowloon, together with Plant and Machinery and Stock of Chemicals. Area approximately 20,000 sq. ft. Also a Plot of Land adjoining the tannery. Area: approximate 15,000 sq. ft.

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PERCY SMITH, SETH & FLEMING,
6, Des Voeux Road Central
(Bank of Canton Building).

FOR SALE.

"BANGOUR" 1922 Model, 12-cylinder, Four-roomed Bungalow with Hall, Recently Reconstructed and Entirely Modernized. Site area: 37,500 sq. ft. Possession 1st May, 1924. For Particulars, apply in writing to A. R. LOWE, Special Manager, Rezia Brothers, Ltd. (in Liquidation).
Hongkong, 12th April, 1924.

TO LET.

FOR 6 Months from 1st MAY, Furnished FLAT, HENRIETTA BUILDINGS, Modern Conveniences. 3 Rooms. Box No. 685.
Apply—
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BOWERN & CO.,

No. 8, MUSEUM ROAD, SHANGHAI.

NOTICE.

Member, British Chamber of Commerce (Shanghai). Mr. T. W. BOWERN, Fellow of the Institute of Chartered Shipbrokers, Incorporated by Royal Charter, London.

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For the Purchase, Sale and Charter of Vessels of any Tonnage, Passenger and/or Cargo, New and/or Old, with delivery China at Very Low Prices.

SALVAGE OPERATORS, MARINE SURVEYORS, AUCTIONEERS, COAL MERCHANTS, FREIGHT BROKERS, METAL MERCHANTS, Machinery for Sale, New and Old in First Class Condition.

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SOLE AGENTS FOR CHINA—GREEN'S PATENT ANCHORS, SAMUEL WILKINSON & Co., Ltd. (Sheffield), High-Class Steel Manufactures (Tank Brand).

Catalogues and Price-Lists on application. (Enquiries Welcome.)

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TO-DAY (MONDAY).

LOU CHANEY, LEWIS STONE, BETTY BLYTHE

IN

"NOMADS OF THE NORTH."

THE CORONET.

INTIMATIONS

WATSON'S PURE CARBOLIC SOAPS

Highly recommended by the Medical Profession.

Guaranteed to contain the amount of Pure Carbolic acid specified.

5 per cent. For Toilet Use. Price—\$1.25 per box 3 Cakes.

10 per cent. For The Bath. \$2.25 per box of 3 Cakes.

20 per cent. Medical Bath Soap. 85 cts. per Cake.

You will enjoy a most refreshing and luxurious bath by using

WATSON'S

Household

AMMONIA.

A. S. WATSON & CO., LTD.

THE HONGKONG DISPENSARY.

ESTABLISHED 1841.

MARRIAGE.

FLANNERY—HANSEN.—At Shanghai, on April 21st, JOSEPH LAWRENCE FLANNERY, Tientsin, to LAURA MARIE HANSEN, of Shanghai.

Hongkong Office: 1A, Chater Road.

London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, APRIL 28th, 1924

JAPAN AND THE U.S. EXCLUSION POLICY.

All other public questions in Japan are overshadowed just now by the public protests which are being made against the passage by the United States Senate and House of Representatives of a Bill which bans Japanese from entering the United States, and which is considered to jeopardize the vested rights of some 150,000 Japanese who are already residing there. With the United States and the British Dominions hostile to Japanese immigration, it seems a foregone conclusion, says a leading Japanese paper, that South American countries, which are now welcoming Japanese immigrants, will sooner or later adopt a hostile attitude. Where, then, it asks, can Japan hope to find outlets for her surplus population in future? "Manchuria, Szechuan and Siberia, are not adapted for Japanese development, for climatic reasons, while the South Seas are not suitable for Japanese emigration on account of the scorching heat." Yet, while there is this discussion in Japan as to what is to become of the country's "surplus labour," we have not observed a single reference in the comments we have read on the subject to the fact that there has been a considerable import of cheap labour of recent years into Japan. Although Japan nominally bans labour from China we read of Chinese carpenters being imported into Japan—Yokohama particularly—in order to smother the high prices demanded by Japanese carpenters. In course of time, and doubtless before very long, if this tendency grows, we shall see Japanese labour making just the same depandage that American labour in the Western

States of America has been making for many years past—an agitation which has gradually brought about restriction to the point, now, of exclusion. Japan's great source of unskilled labour, however, for many years past, has been Korea, which now forms part of the Japanese Dominions. This labour is all unskilled and it may be considered not unlikely that the brooding discontent of Japanese labour largely inspired the massacre of Koreans that occurred following upon the Great Earthquake last year. At all events, it can certainly be said that there exists among the labouring classes of Japan, as yet in lesser degree perhaps, a sentiment similar to that which has produced the exclusion legislation in the United States. The dominant note of most of the public utterances in Japan on the American attitude is one of intense regret that the friendly relations which have hitherto existed between the United States and Japan should have been jeopardised by discriminatory legislative proposals. For the present, there is a disposition to await with confidence the result of an appeal to the American nation's sense of justice in the matter. It is believed that, despite the substantial majorities by which the Senate and the House of Representatives passed these legislative proposals, public opinion, if it were properly canvassed in the United States, would be opposed to legislation so directly conflicting with the spirit of the Constitution which claims that all men are born free and equal. California, and California alone, is considered to have dictated the policy that has prevailed in the Senate and the House of Representatives, and the Japan Times, we see, is advocating a boycott of that State. It calls upon Japanese shipping companies to avoid San Francisco, and to make their port of destination either Seattle or Vancouver. It suggests propaganda in China, and a Pan-Asiatic alliance against buying any of the products of California. The paper expresses itself as convinced that a rigorous boycott of California would effectively cure the local disease without injuring Japanese-American friendship as a whole. We, however, are not so convinced that it would, and would suggest that the Japanese Press and public would be better advised to abstain from futile threats, at least, until the Government has exhausted every effort to come to some arrangement with the United States less offensive to the national amour propre of Japan. The information has been cabled from Washington, that President COOLIDGE is attempting to make an arrangement with respect to the exclusion of the Japanese which will satisfy those in favour of restriction and simultaneously avoid affronting Japan. So it would appear that some solution of the difficulty is still considered possible.

The Command Education Officer, Capt. A. E. Watts, has proceeded to North China on inspection duty.

The Medical inspection of vessels, arriving from Hongkong and Canton, has been discontinued at Tientsin and at Chinwangtao.

H.E. the Governor has appointed His Honour Mr. H. H. J. Gompertz to act as Chief Justice, and Mr. Arthur Dyer-Ball to act as Puisne Judge.

The Insular (Philippine Islands) Lumber Company yard at Fabric was destroyed by fire last week. The loss was calculated at not less than P.600,000.

The names of Mr. J. H. Austin and Mr. E. Dewhurst, both of Messrs. A. S. Watson and Co., have been added in the register of chemists and druggists.

H.E. the Governor has nominated Mr. G. M. Young, M.B.E., to be a member of the Court of the University of Hongkong for a period of three years since Mr. G. T. Edkins, retired.

A serious accident occurred yesterday afternoon at the junction of Des Voeux Road West and Centre Street, a Chinese being run over by a heavily laden truck. Both of his legs were fractured.

A Harbour Notice states that during the reconstruction of the Naval Jetty at Arsenal Yard, a red flag is to be flown, and that no craft is to approach within thirty yards of the temporary bamboo structure.

The Government Gazette publishes amended rules governing applications for admission as an authorized architect under the Public Health and Buildings Ordinance, 1923.

A copy of an agreement between His Majesty's Government and the Government of Japan for the mutual recognition of landline certificates, which was signed on the 31st of January, 1924, is contained in the Government Gazette.

The death is announced in Japan of Mrs. J. E. Kenderdine, who was formerly in Yokohama but had been for a stay in England. On the voyage out a passenger came on board sick at Hongkong and developed small-pox, and was removed at Shanghai. Mrs. Kenderdine, it is supposed, caught the infection on board, for soon after landing she got fever, which ultimately developed into small-pox, and she was removed to the infectious diseases ward of the International Hospital, and everything possible done. Unfortunately a severe attack of the disease was accompanied by complications. She gave birth prematurely to a child and both died. Great sympathy will be felt with Mr. Kenderdine, who is well known in Japan, where he has spent the greater part of his life. Going to England during the war, to take part in the great struggle, he married in England, and afterwards came out to Yokohama, with his wife. As a result of the war, he suffered much ill-health. Mrs. Kenderdine went to England, and was there at the time of the earthquake, in which Mr. Kenderdine lost everything, though he escaped without personal injury. He proceeded to join his wife, and, after a holiday together, they came out, as already mentioned. There is a son of two and a half as well as her husband to mourn her loss.

THE EXECUTIVE COUNCIL.

HON. MR. P. H. HOLYOAK BECOMES AN UNOFFICIAL MEMBER.

H.E. the Governor has been pleased to appoint, provisionally and subject to His Majesty's pleasure, the Hon. Mr. P. H. Holyoak an Unofficial Member of the Executive Council during the absence from the Colony of the Hon. Sir C. F. Chater, C.M.G., with effect from April 22nd.

FATAL MOTOR CYCLE ACCIDENT.

PILLION RIDER KILLED.

A Chinese youth, named Wong Yick Tong, has died in hospital as the result of a motor-cycle accident on Friday on the Island Road, between Repulse Bay and Stanley.

The unfortunate youth was riding pillion fashion on motor-cycle, No. 945, which was driven by his brother, Wong Lan-wai. On rounding a corner the machine skidded on some sand. The deceased was heavily thrown and sustained serious injuries to his head. He was taken to hospital in a passing car and has succumbed to his injuries.

FATAL LANDSLIDE.

WORKMAN KILLED.

A landslide occurred on Stubbs Road at 11 a.m. on Saturday, several large granite boulders becoming dislodged on a building site on the lower part of the road, almost directly opposite the new cemetery gate. A scaffolding builder was standing directly under one of the boulders when the slide occurred. He was crushed to death. Three of his foks were near by had a very narrow escape from meeting with a similar fate. The Wanchai Fire Brigade was rushed to the scene and the body was exhumed.

HIGHWAY ROBBERY.

A school boy named Li Wah Yan was held up by two footpads yesterday morning at 7.30 o'clock on the hillside near the Kowloon Water Works. After threatening the boy with a knife they robbed him of a rattle bag.

TRAIN DISASTER NEAR EUSTON.

ELECTRIC TRAIN CRASHES INTO CROWDED EXCURSION TRAIN.

REPARATIONS QUESTION.
THE POWERS AND THE EXPERTS' REPORTS.

PROGRESS OF THE WORLD FLIERS.

LATEST CABLES.

LONDON TRAIN CRASH. MANY CASUALTIES.

LONDON, April 28th.
An electric train crashed into the rear of a special train standing in a tunnel a mile outside Euston Station. The latter was crowded with excursionists from Coventry for the Cup Final at Wembley. It is feared that several were killed and injured.

RESCUE WORK IN THE GLOOM.

LATER.
The crashed special at Euston from Birmingham and elsewhere in the North, crowded with Aston Villa supporters, stopped near the terminus. The majority of the passengers were standing up, getting their wraps and overcoats, when an electric train crashed into the rear of the special train where most of the casualties occurred. Rescue work was carried out in the semi-darkness of the tunnel. Many passengers were injured. There were few women on the train.

OFFICIAL STATEMENT.

LATER.
An official statement says that the total of injured at Euston is not definitely known, but it is probably amounts to twenty. It is stated that two people were killed.

STOIC PATIENTS.

LATER.
Thirty-five people, injured in the Euston train smash, were taken to hospital on stretchers improvised from carriage cushions. Two died. A few people sustained broken limbs, but injuries were mostly slight. All the patients are surprisingly cheerful. Some, after their injuries had been dressed, expressed their intention of going to the Cup Final. Most of them are from Coventry. Four Londoners in the electric train were injured.

DISTRESSING SCENES IN THE TUNNEL.

LATER.
Altogether fifty people were injured in the Euston disaster. Distressing scenes ensued in the dark tunnel, the rescuers working by the light of flares and acetylene lamps to extricate the injured from the debris. Several coaches were smashed to matchwood. The difficulties and dangers of the work were increased by stifling fumes, caused by the fusing of the rubber-covered cables, and by the gases in the train cylinders repeatedly catching alight.

A conflagration was averted by a prompt application of extinguishers and continuous supplies of water. The relief party wielded pickaxes and crowbars, and improvised the woodwork of the carriages as stretchers. The line was out of action for the rest of the day.

FOUR PEOPLE DEAD.

LATER.
The death toll in the Euston disaster has been brought up to four by the death in hospital of two of the injured people. The condition of the driver of the electric train, whose legs were crushed, is serious. The others are progressing favourably. Good progress has been made in clearing the wreckage from the tunnel. It is anticipated that the full train service will operate to-morrow.

FIRE ON "CITY OF SINGAPORE." FOLLOWED BY FATAL EXPLOSION OF OIL CARGO.

ADELAIDE, April 28th.
The cargo steamer City of Singapore, bound from New York to South Africa with a cargo of oil and motor-cars, caught fire at Port Adelaide last night.

Fire brigades and river floats were fighting the flames when a terrific explosion occurred at midnight, killing one fireman and injuring several others, who were taken to the hospital.

A further explosion took place two hours later. The fire is still burning.

NEWFOUNDLAND ELECTION. PROBABLY WITHIN A MONTH.

St. Johns, April 28th.
The Premier announces the dissolution of the Legislature. A General Election will follow, probably within a month.

WORLD OF SPORT.

NEWCASTLE WIN THE CUP.

DUKE OF YORK SEES THE GAME.

LONDON, April 28th.
At Wembley Stadium, the Association Cup Final was played in fine weather. The ground was heavy following a prolonged fall of rain. Newcastle United beat Aston Villa by 2 goals to 0. Eighty thousand spectators, including the Duke of York, were present at the match.

THE MATCH DESCRIBED.

LATER.
Throughout the first half the speedy Villa, forwards showed superior form, but splendid work by the Newcastle goal-keeper and fine defence by the backs prevented scoring. The Newcastle players improved in the second half, playing with great dash. Four minutes from the close, Harris, the centre-forward, scored from close quarters. A minute later, Seymour, the outside-left, added second goal, Newcastle thus winning by goals to nil.

OFFICIAL FIGURES.

LATER.
The official figures state that the attendance at the Cup Final amounted to 82,000 spectators.

TWENTY MILE ROAD RACE.

LONDON, April 28th.
In Windsor Park, the twenty miles road-walking championship was won by F. Poynton, of Leicester, in 9 hours 45 minutes, 17 seconds. G. Goodwin, Surrey Walking Club was second in 2 hours, 49 minutes, 37 seconds. T. Johnson, Leicester, was third in 2 hours, 54 minutes, 17 seconds. The team placings were: Belgrave Harriers, 32 points; Surrey Walking Club, 41 points; and Surrey Athletic Club, 49 points.

HOME LAWN TENNIS.

HARD COURTS CHAMPIONSHIPS.

LONDON, April 28th.
The British Hard-Court Championship Finals at Torquay resulted as under:— In the Singles Lyett beat Van Lennep (Holland), 6-1, 3-6, 6-4, 6-3. In the Ladies' Singles, Miss Ryan beat Mrs. Beamish, 6-2, 6-2. In the Men's Doubles, Ruseley and Wheatley beat Gilbert and Greig, 1-6, 2-6, 6-4, 6-4. The Ladies' Doubles were won by Miss Ryan and Mrs. Shepherd Barron, who beat Mrs. Colegate and Miss Ross, 6-4, 6-2. In the Mixed Doubles Lyett and Miss Ryan beat Wheatley and Miss Colyer, 6-1, 10-8.

DAVIS CUP.

TILDEN'S RESIGNATION A FACT.

NEW YORK, April 28th.
The Davis Cup Committee has announced that they accepted Mr. W. T. Tilden's resignation. *Reuter's American Service.*

BILLIARDS CHAMPIONSHIP.

REECE LEADING NEWMAN.

LONDON, April 28th.
At Burrough's Hall in the Professional Billiards Championship Final the half-way scores were:—Reece (in play) 8,000. Newman 7,440.

HOME FOOTBALL.

ENGLISH LEAGUE: DIV. I.

LONDON, April 28th.
Burnley, 2; Tottenham H., 2. Cardiff C., 2; Birmingham, 0. Chelsea, 4; Sunderland, 1. Liverpool, 1; Notts County, 1. Nottingham F., 1; Huddersfield T., 1. Preston, 0; Arsenal, 2. Sheffield U., 2; West Brom A., 0. West Ham U., 1; Manchester, 2. The match between Middlesbrough and Blackburn Rovers was unplayed.

SCOTTISH LEAGUE.

Kilmarnock, 1; Motherwell, 0. Queen's Park, 0; Ayr United, 0. Raith Rovers, 1; St. Mirren, 1. Ardronians, 0; Rangers, 0. Celtic, 1; Hibernian, 1. Hamilton A., 3; Clydebank, 2.

GERMAN SECRET SOCIETIES.

NOTE BY ALLIED DIPLOMATS.

BERLIN, April 28th.
The Allied Ambassadors have jointly requested Germany to put an end to the activities of the secret societies which exist contrary to the Peace Treaty, and which threaten the safety of the occupying forces.

EARLIER CABLES.

ANGLO-RUSSIAN CONFERENCE.

RUSSIAN ATTITUDE UNPROMISING.

LONDON, April 28th.
An earnest plea for a loan as the only way to solve the question of Russia's pre-war debts and to promote Anglo-Russian trade was made by M. Rakovsky in a statement to the Press. He declared that the larger part would be spent in England. Orders had already been drafted. He declared categorically that Russia would never concede some of the demands of the British bankers in a recent memorandum which was an inadmissible attempt to interfere with Russia's internal politics, neither would property be restored to former owners, but he suggested that their enterprises might be leased to them on a concessionary basis.

PLAGUE AT BOKHARA.

MOSCOW, April 28th.
A hundred cases of bubonic plague have been reported at Bokhara.

MISSING DUTCH AEROPLANE.

COMPANY ABANDONS HOPE.

THE HAGUE, April 28th.
An aeroplane belonging to the Royal Dutch Air Service which left England for Holland, yesterday with two Dutch passengers is missing. Three Naval aeroplanes and a torpedo boat are searching for it. The company announce that there is no hope of rescuing the pilot and passengers alive.

A VAIN SEARCH.

AMSTERDAM, April 28th.
Aeroplanes and a warship have returned after vainly searching for the missing aeroplane.

OIL ON THE WATER.

LATER.
An exhaustive search for the missing London-Amsterdam aeroplane has been without result. The pilot and passengers were all Dutch. One was Mylneker Van Heine, a planter in the Dutch East Indies. British and Dutch aeroplanes scoured the route all day long. The Dutch machine saw what looked like wreckage off the Goodwin's at low tide. The British aeroplane found oil on the surface of the sea close by; but it was impossible definitely to establish its connection with the missing machine.

BRITISH WORLD FLIGHT.

MACLAREN STOPS FOR REPAIRS.

BOMBAY, April 28th.
Squadron Leader MacLaren has been compelled to land at Parli, north of Ajmere, for repairs, which are expected to take three days.

FRENCHMAN'S FINE FLIGHT.

PARIS, April 28th.
M. Doisy has covered 640 miles from Bukharest to Aleppo in eight hours. He traversed the Taurus Mountains at an altitude of over ten thousand feet.

BRITISH SHIPYARD CRISIS.

LONDON, April 28th.
There is ground for hope that a serious industrial dispute will be averted on account of the shipyard Unions agreeing to the employers' invitation to submit to arbitration. The national Union claim an advance of 10s. weekly as well as the Southampton local claims.

PRINCE AND NAVAL HEROES.

LONDON, April 28th.
H.R.H. the Prince of Wales unveiled at Chatham one of three memorials erected to British ports to the memory of 25,503 men and women who perished in the Naval Service during the Great War. The memorial at Chatham contains 8,543 names. The Prince said that it was impossible to erect monuments to these heroes similar to those on the battlefields of France and Gallipoli, for all the seas of the world were their battlefield and their grave. Through a victory won by their sacrifice, the ships of Great Britain still sailed to the uttermost ends of the earth.

LATEST CABLES.

U.S. TRADE REPORT.

NEW YORK, April 28th.
The Federal Reserve Board reports that the production of basic commodities decreased by three per cent. during March. The wholesale and retail trade declined about eight per cent. Prices fell six per cent.

PHILADELPHIA, April 28th.

In a relay race, Boston College finished first. Georgetown University was second and Cambridge University third. It is believed that the Bostonians' time was 7 minutes 47.4/5 seconds. This constitutes a world record.

U.S. AND GERMANY.

NEW YORK, April 28th.
The International Acceptance Bank announced the establishment of an American Banking Syndicate for granting the new German Gold Bank unrestricted credit facilities. It is expected that these will lead to the re-opening of the channels of trade with Germany. An initial advance of \$5,000,000 will be made.

U.S. AND HONDURAS.

WASHINGTON, April 28th.
The United States has invited the participation of Costa Rica, Salvador, Nicaragua and Guatemala to a conference at Managua to restore peace in the Honduras.

U.S. ARMY BILL.

WASHINGTON, April 28th.
It is stated that President Coolidge considers as logical and sound Senator Borah's declaration in the Senate opposing the enactment of the Bonus legislation.

U.S. WORLD FLIGHT.

CORVOVA, ALASKA, April 28th.
Lieut. Martin, the leader of the world fliers, has arrived at Chignik. He is still behind his colleagues who have been waiting him at Dutch Harbour since April 20th.

OBITUARY.

U.S. PROFESSOR DEAD.

NEW YORK, April 28th.
The death is announced of Doctor Stanley Hall, Ex-President of Clark University.

TAMMANY LEADER DEAD.

NEW YORK, April 28th.
The death is announced of Mr. Charles F. Murphy, the successor of "Boss" Croker as leader of Tammany Hall.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

FRENCH "ACE" FOR TOKIO. FINE STAGE TO BUKHAREST.

PARIS, April 28th.

A spectacular flight by the famous French "ace" M. Doisy, who totally without preparation set out with the object of flying to the furthest European capital possible without alighting, resulted in his reaching Bukharest (1,230 miles) in eleven hours. Bad atmospheric conditions prevailed. The airman is now continuing his flight to Tokio.

FOUR MISHAPS IN CHINA WATERS.

ROBERT DOLLAR STRIKES ROCKS.

ICHANG, April 27th.

The water, rising rapidly, caused the *Peking* which struck the rocks here on April 16th, to become a total loss. It is reported that nothing of her can be seen. The *Robert Dollar* from Chungking struck the rocks at Tai Pan Tsu Reef, near Chang Sha on Thursday morning and sunk in a very short time. The foreign passengers were all saved but it is feared that a number of Chinese were drowned. The steamer *Han Hsin* proceeding to Chungking met with an accident at Loehi, but it is reported not to be dangerous. The steamer *Kong Lee* on her way to Hankow last Thursday morning, met fog above Chikiang and struck the rocks while turning to anchor. The steamer *Ku Ling* has now gone to assist her with strong pumps.

CHINESE ROADS QUESTION.

SHANGHAI, April 28th.

The promoters of the good roads movement again raised the question of constructing a road round the settlement in order to prevent "encroachment and usurpation" by the foreign community.

SHANGHAI TIPPIN TO FRENCH CONSUL.

SHANGHAI, April 28th.

The American Legion Post yesterday gave a tiffin in honour of the French Consul-General M. H. A. Wilden and Admiral Washington. The latter, in a speech, asked for the co-operation of civilians in China for securing more ships for the China service, in addition to the six gunboats for China river work. The Navy urgently required at least forty light cruisers to act as the eyes of the battle fleet, if the American fleet was to keep a proper ratio in accordance with the Arms Limitations Treaty.

BOX PEACE AWARDED.

SHANGHAI, April 28th.

A vote taken at Shanghai on the Box Peace Award resulted in favour of the scheme by 436 votes to 10.

U.S. AND JAPAN.

CHURCHMEN'S OPINION OF IMMIGRATION BILL.

LONDON, April 28th.
The *Daily Telegraph's* New York correspondent states that religious leaders almost unanimously criticised Congress for affronting Japan in a "peculiarly offensive" way. They urge members to repair the blunder as speedily as possible. The Federal Council of Churches, representing twenty million church members, requested Congress to add a section to the Immigration Bill, summoning the State Department to confer with the Japanese Government with a view to devising a method of bringing about an exclusion based on mutual consideration and goodwill and to postpone the operation of the exclusion clause pending such conference.

U.S. TREATY WITH JAPAN.

WASHINGTON, April 28th.
The ratifications of an agreement extending the Japanese-American arbitration Treaty for a further five years have been formally exchanged in the State Department to-day.

JAPANESE IMMIGRANTS TO U.S.

WASHINGTON, April 28th.
The arrangement under consideration with respect to the exclusion of Japanese which is the outcome of President Coolidge's recent conference with the State Department officials would permit the President to sign the Bill. It is reported that he is considerably disturbed regarding the Bill, which some of his advisers urged him to veto.

COOLIDGE TACKLES THE PROBLEM.

WASHINGTON, April 28th.
President Coolidge is attempting to make arrangements respecting the exclusion of Japanese, which will satisfy those favouring restriction and at the same time avoid affronting Japan.

JAPANESE PRISONERS IN RUSSIA.

TOKYO, April 28th.

Russia having decided to transfer ten Japanese at present in custody at Vladivostok to Moscow for trial, Japan has instructed Consul Watanabe to apply for permission to send an interpreter and legal adviser with them.

OBITUARY.

TOKYO, April 27th.

The death is announced of Baron Ijima, ex-Foreign Minister.

[BY COURTESY OF THE "DAILY BULLETIN"]

U.S. JUDGE IN CHINA.

SHANGHAI, April 28th.

The American community entertained Judge Purdy to dinner last night.

SHANGHAI CHAMBER OF COMMERCE.

ANNUAL MEETING.

SHANGHAI, April 28th.

At the annual meeting of the British Chamber of Commerce, held to-day, the Chairman, Mr. F. R. Scott, announced that arrangements are being made to establish a Customs House at Pukow, and also that the Foreign Office has asked the Board of Trade to get the Merchant Shipping Act amended in order to rectify the position whereby a British limited company incorporated in China cannot own British ships.

Referring to extra-territoriality, the Chairman said that they had been successful in their opposition to the China Trade Mark Law on the two distinct issues involved: (1) Safety of their most valuable property; and (2) extra-territorial right of foreigners in China. The safety of trade marks was threatened by the nature of the bureau and the nature of the tribunals to decide disputes. If the property represented by trade marks was the only kind involved, we should have felt obliged to fight tooth and nail, but we were more involved in two fundamental conditions under which foreigners live and trade in China being overridden by the law, namely, that they were subject to the jurisdiction of their own courts, and have a right to be represented by their Consuls in the Chinese Courts. If this were allowed, there would be no saying where extra-territorial rights would next go by the board.

The Chairman thanked the other national Chambers, particularly the American, for standing by them in this fight.

Referring to harbour improvement, the Chairman stated that it had been decided to improve the river police. The Chamber were also endeavouring to secure the proper dredging of the Soochow Creek, but were meeting with opposition from the Chinese. Mr. Palmer's inspection of the Yangtze, while disposing of the idea that the Yangtze can be converted in order to make it available in all seasons for steamers, drawing 15 feet, points to the possibility of very valuable work being done by the Yangtze River Commission. The Chamber were able to record success in their negotiations with the China Home-ward Freight Conference regarding the refusal of space, the pre-war system of paying freight on delivered instead of the shipping weight, and also with the London Produce Brokers' Association regarding indications and reasons for allowances on the rejection of cargo.

Referring to the import trade, the Chairman said that most of the questions fell under the heading of taxation. The Chamber, backed by the British Legation, had vigorously protested against the illegal cigarette taxes, but the taxes would still be levied until some settlement is reached regarding the financial administration of the country as a whole. An opportunity for adjustment may arise in connection with the Customs surtax. They had urged a conference on this subject, to be preceded by the joint decision of the Powers regarding their policy towards China. At present the Powers do not appear to have any policy, and until they have a policy the Chamber is of the opinion that they should not come to a Surtax Conference. The Chamber had also succeeded in their negotiations with the Pecos Goods Guild regarding the standard contract.

Referring to brigandage, the Chairman said it was not the Chamber's fault that the Linchun outrage had not been more speedily and more satisfactorily avenged. The Chamber's representations had contributed to the stationing of the reserve gunboat *Majika* at Hankow, enabling wireless communication between Hankow and Chungking, and greatly increasing the sense of security of Britons in the Yangtze Valley.

Referring to the Boxer Indemnity, the Chairman said that nothing further can be done until Parliament has authorised its remission.

A correspondent in a Japan paper who writes to correct an impression that stevedoring in Japan is slow and costly says: "Stevedoring (using the term in its strict and proper sense) in the main ports of Japan can compare favourably with most ports in the world. Take Kobe for instance: one gang will discharge or load, on an average, 25 tons per hour, at a cost of 50 sen per ton. Readers with the knowledge can compare these figures with the other great ports of the world."

WORLD THEATRE

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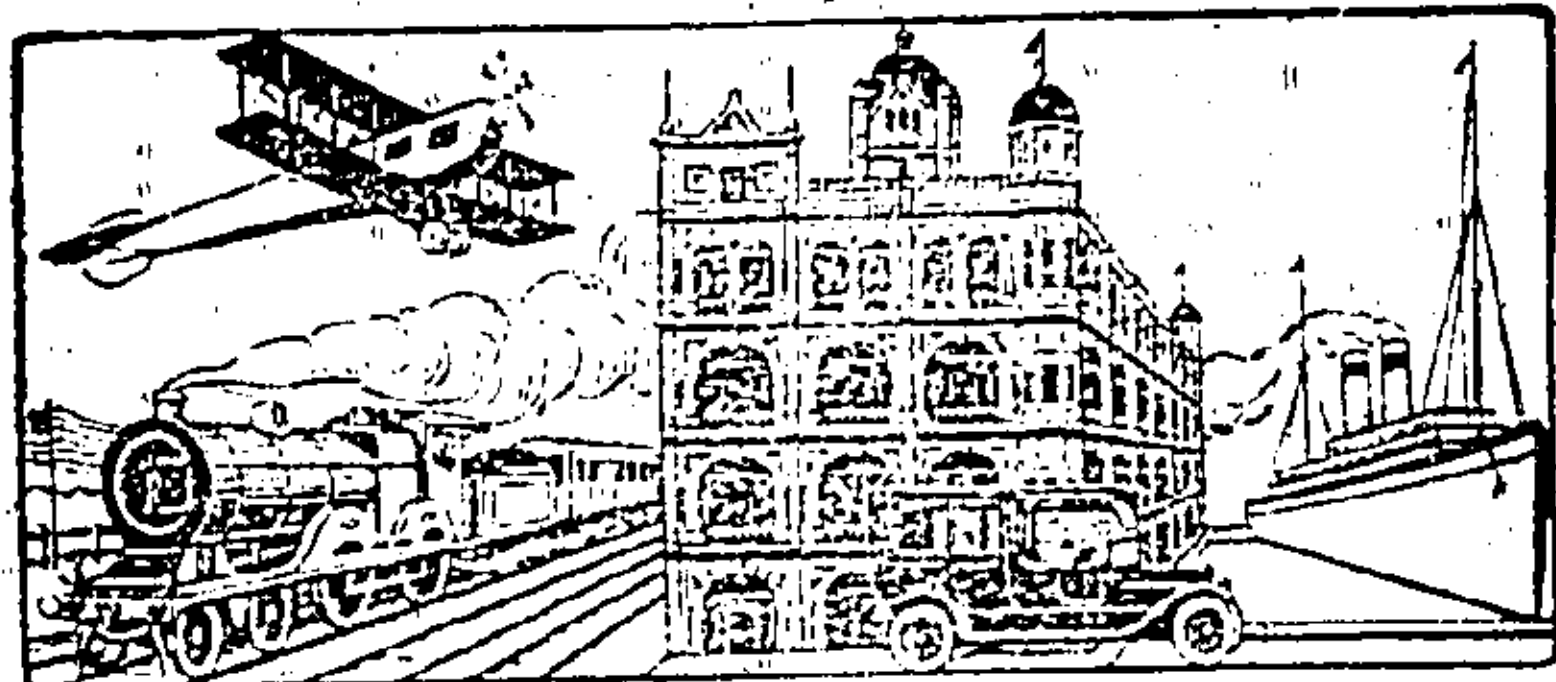
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Kashim Hotel	Matsushima:	Nara Hotel	Imperial Hotel
Kamizawa:	Park Hotel	Nikko:	Omori Hotel
Mikasa Hotel	Miyajima:	Kanaya Hotel	Tokyo Station Hotel
Mamori Hotel	Miyajima Hotel	Osaka:	Tokiji Seiyoken Hotel
Kobe:	Miyajima Hotel	Osaka Hotel	Yokohama:
Oriental Hotel	Nagasaki:	Shimonoseki:	Grand Hotel
Tor Hotel	Japan Hotel	San-ye Hotel	
IN TAIWAN (FORMOSA):			
Taihoku:—Taiwan Railway Hotel			
IN CHOSON:			
Fusan:	Chungchun:	IN MANCHURIA:	
Fusan Station Hotel	Yungyo Hotel	Hots (Mukden):	
Keijo (Seoul):	Dairen:	Yamato Hotel	
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PARIS FASHION NOTES.

(FROM OUR SPECIAL CORRESPONDENT,
ISABEL RAMAY.)

THE STRAIGHT SILHOUETTE AND ITS VARIATIONS.

Paris, March 16th.
I was talking with a French lady the other day and to her I propounded this question which I have long been pondering.

How do the French women really like the stovetop silhouette which the *catin* are promulgating at present? She replied: "We approve of it. Even those, like myself, of the older generation admit the freedom and economy of the present-day styles. Since the war the young girls are going out of their homes, taking their place in business, doing their part in the world's work. Their free spirit, so different from the sheltered and innocent attitude which was cultivated in the young girls in the days of my youth, is expressed in the narrow, slender, short styles of today. The fashions are made for the young and slender to-day, and that is right, for they are the most active and have every right to have the styles created for them. We older women, however, wear dresses which are a compromise, since we are no longer slender. I actually envy the young girls of to-day because they are allowed to work and to learn the truths of life as we were not allowed to. It is right that they should, for they have less chance of marrying since the war has taken so many of our men, and it would not do to have many young girls staying at home waiting for a husband who would never appear. Their compensation is in their freedom, and in the fact that the styles are made for them."

I admit the attitude of this broad-minded French woman. She has expressed what I believe to be the inner truth of the situation. Youth is coming to the fore and the style-makers are complementing the young women by designing for their ages. On the other hand, there are a number of designers who have not forgotten their old friends, the mature women, the capable mothers who have raised their families, supplying not only the physical necessities of growing children but also the social, intellectual and spiritual necessities of growing souls. The French mother is admirable. She may be authoritative when it is necessary, but she is always charming. She is witty and attractive enough to surround herself and her loved ones with a circle of friends who add to the gaiety and the interest of life, and her children benefit by contact with these friends. And one of the points which the French mother never neglects is her personal appearance. She dresses herself with as great care and consideration of her status and her individual charms as she exercises in choosing the toilettes of her marriageable daughters. Dressing is a fine art in France, and dressing the older woman is one of the problems with which the Paris *couturier* deals. It is needless to say that he deals with it successfully.

Given the fact that straight lines are the rule of to-day's smartness, the question of designs for the mature woman must be solved by adding the drapery necessary to create an effect of slenderness, while keeping away from any over-ornamentation and preserving the essential line, the dominating one—the drapery. Thus the gowns for the mature woman start where many of the more youthful models finish—with the straight slip. On this sleek the softening, slenderizing draperies will be placed. Their placing and their spacing offers infinite variety for the designer. One gown begins with the sheath foundation. On this, at a rather high hip-line, is placed a pleated tunic which covers the figure completely and falls to within two inches of the hem of the slip. The tunic is left open down the front so that the under-slip appears in a long, inverted V. Answering in design to this, the neckline is V shaped and is finished with a collar of white organdie and lace, soft and flattering in its effect. The sleeves reach to just above the elbow, and are finished with organdie and lace cuffs, which show and flatter the elbows and forearms, which are one of the charms often more pronounced in the mature woman than in her young daughter.

Drapery is differently handled by René Souris. They are very fond of using the apron tunic as an over-drapery effect. Thus they create an evening gown with its low-waisted bodice curved in slightly to follow the lines of the figure, the under-skirt is discreetly draped upward toward the front, and over this is hung an apron tunic which extends well around the figure. The gown is of dark blue tulle, an excellent material for dressing a figure which is not slender, since it has some body of its own and gives a good outline, while the apron tunic is deeply edged with lace, and the upper outline of the bodice is softened by a deep line "beading" which is split front and back to give the inverted V line.

Often no more than a circular tunic is needed to make the lines of a gown flattering to the older woman, for, he it said to their credit, the French woman never grows actually stout. They take care of their figures as they do of their hands and their complexions, and the effort thus expended is certainly worth while. A sheath dress is adapted to the more mature figure by adding two floating panels to its original straightness. These two panels, which are gathered and attached at the low hip-line on either side, give that little extra embellishment which adds dignity. The bodice has a V neck which is finished with a scarf encircling the neckline like a collar and knotted together at the point of the V. A dignified gown of black satin has a circular apron tunic which falls from the hip-line almost to the hem of the skirt. Its neck is square, and it has long, fitted sleeves. Its effect is further enhanced by gold embroidery, which runs from the hip-line up in points on the front of the bodice.

Apron tunics are sometimes reversed to make back tunics. Whether they are gathered or pleated or circular makes no difference. They fall in straight lines and afford that drapery which some women demand for the back of their gowns. One charming morning frock of navy blue serge was covered from hips to hem with a series of circular tunics which reached to the side seams of the skirt and were attached there. This discreet breaking of the back line and of the side lines not only made a mature, elaborate gown, but also offered

(Continued at foot of next column.)



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a satisfying variation from the eternal tubular effect.

The coat dress is a type of model dear to the heart of the older generation. Most women whose hair is beginning to turn resent the indignity of having to climb into a gown as one habitually does have to climb into the death dress. Thus the coat dress, which is donned like a coat and wraps once and a half about the figure, delights the older woman. The effect of this type of gown is always dignified, for its closing is sure to make long lines, and its skirt, though giving the effect of narrowness, always gives with each step on account of the deeply lapped front closing, which is never fastened together lower than the low waist-line. This Spring the coat dresses have taken the V neckline for their own, and that is another point in their favour for the mature woman. An especially attractive model of the coat dress is of the blue repps tucked in long vertical tucks. The closing of the dress is in surplice effect, which is further marked with a white organdie collar. The skirt is lapped across the front and fastened at the left side, where, from its point of attachment, falls a drapery, cut in a quarter circle, of blue crepe marroquin. This piece of drapery is attached to the edge of the dress; its full length and its circular cut make it fall to well below the hem of the skirt. The sleeves are long, and have little cuffs of organdie placed over their own little square cuffs. In type this is the ideal garment for the mature woman, though it is admirable on a younger woman, providing she have enough dignity of carriage to "carry it off."



The best of all Tonics

In sickness, in convalescence, if insomnia troubles you, or if you are merely "run down," Glaxo is the best tonic of all.

Glaxo, the solids of pure, rich milk, can be assimilated easily by the most enfeebled digestion. Its perfect freedom from bacteria safeguards against infection, and the method of preparation—simply add hot, boiled water—enables its strength to be adapted to the requirements of the patient. The stimulating, nerve-restoring elements required to recapture lost health and vigour are found in



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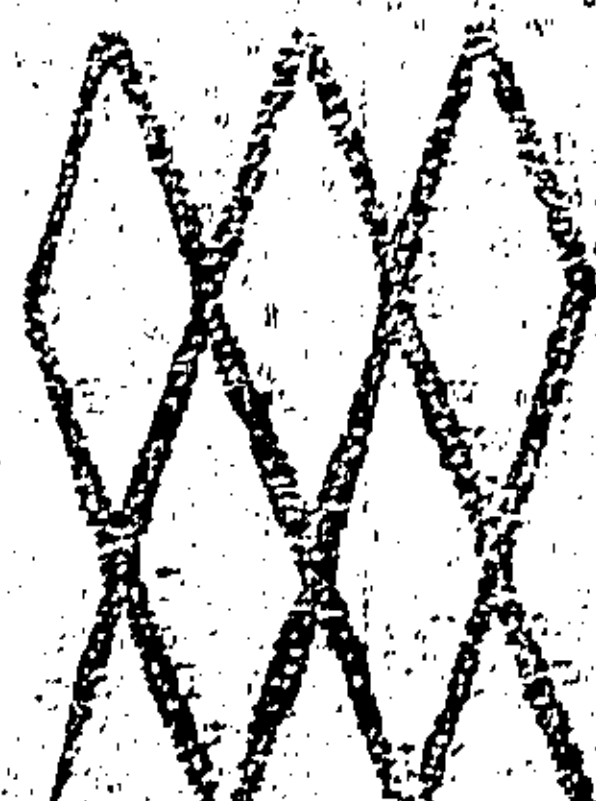
Cures Coughs, Colds, Croup, Sore Throat, Hoarseness, Bronchitis, Whooping Cough and all Throat Diseases.

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SHANGHAI, NAGASAKI, KOBE, YOKOHAMA,
HONOLULU AND SAN FRANCISCO

due SHANGHAI WEDNESDAY, MAY 7th, 3 p.m.
due KOBE, SUNDAY, MAY 11th, A.M.

TOYO KISEN KAISHA.

TEL. 2074 & 2075.

KING'S BUILDING.

LINER'S CAPTAIN EXONERATED.

"PRESIDENT GRANT'S" FUEL OIL
THAT POLLUTED HUANGPU.

SKIPPER NOT NEGLIGENT.

At the U.S. Commissioner's Court at Shanghai last week, Mr. N. E. Lorton dismissed a charge against Capt. Michael M. Jensen, master of the Admiral Line's "President Grant," of polluting the Huangpu River with fuel oil when his ship was in port in March. The Commissioner held that Captain Jensen was a victim of circumstances beyond his control.

Mr. M. Reader Harris appeared for the prosecution; Major C. P. Holcomb defended. Mr. Reader Harris, in opening for the prosecution, said that on the arrival of the "President Grant" on March 7th, large quantities of black oil were seen coming from the ship. This was about 3 p.m. and at 9 p.m. a quantity between 10 and 30 feet wide was still seen issuing from the vessel. The matter, he said, was a serious one involving danger of fire and contamination of the water supply. Such an occurrence might have the effect of cutting off the water supply of Shanghai for a considerable time.

Major Holcomb admitted that great quantities of oil did come from the ship's tank, but further that the U.S. Shipping Board wished to comply with the Harbor regulations and did not care to challenge the local laws.

Capt. Jensen stated that when he brought the "President Grant" into Shanghai on March 7th on approaching the China Merchant's Eastern Wharf, he saw oil on the water on the starboard side. Calling the Chief Engineer, he asked if there was pumping out the bilges, and upon receiving a negative reply made further investigations. After tying up, he noted the oil bubbling up amidships and then held a conference again with the Chief Engineer, they coming to the conclusion that the oil must be coming from the settling tank on that side of the ship. He then ordered the fuel to be transferred to other tanks by pumping, which operation took some time, several hours as a matter of fact.

LEAK STOPPED AT KOBE.

Nothing more was done in Shanghai as the ship was fully loaded, but upon arrival in Kobe it was found possible to list the leak. It was then seen that a 1 in. rivet had dropped out altogether. This was temporarily repaired before their arrival in America, when the damage was made good. Capt. Whitney I. Eiler, of the U.S. Shipping Board, said it was his opinion that the internal pressure within the settling tank, it being above the surface of the water, was powerful enough to discharge water. Unless the captain took the ship from the port the oil must pour into the adjoining tanks. The master had acted wisely and had done all within his power to prevent pollution.

Mr. Reader Harris contended that the regulations were designed to legislate against any kind of oil discharge, accidental or otherwise. The Customs preferred to bring the matter before the national authorities of those who might allow such things to occur rather than take action under the regulations, which might mean that a ship's clearance papers could be withheld.

In dismissing the charges, Mr. Lorton said that the question to be decided was whether the act was a nuisance, as under the common law to commit a nuisance there must have been intent. He concluded the Commissioner, "that the leak was beyond the power of the master to prevent, that he did all he could to prevent further ingress. There is a question of intent arising if he did not get his ship from the river as soon as possible; but I well know that in this port vessels must await the tides. Immediately the master noted the oil in the stream he ordered the commode transferred to another tank. There must be negligence on the part of the one in control and he cannot be guilty of a breach of the port by-laws if he took all means at his command, which from the evidence we see he did. I cannot find the Captain guilty of negligence and as there was no nuisance committed under the common law (no criminal intent) the charge is dismissed."

THE DAMAGED "PAUL BEAU" RETURNS TO HONGKONG.

The s.s. "Paul Beau," damaged in a collision with a French steamer, a week ago, and later beached to prevent her from sinking, returned to Hongkong on Saturday. She was towed through the harbour at high tide by two Taitoo tugs and proceeded direct to the Taitoo Dockyard for repairs.

The damage to the ship is extensive. She has a hole some 10 feet by 12 feet just aft of the boilers on the starboard side.

THE SHOP ASSISTANT M.P.

"I will never forget the scene when I went to tell Mr. William Whitley that I wanted to leave to become organiser of the Union," says Mr. P. C. Hoffman, M.P., organiser of the National Amalgamated Union of Shop Assistants, in the "Evening Standard."

"The old man was a great character. He slowly put down his pencil, looked at me in amazement, and asked me to repeat what I wanted to do."

"To abolish the living-in-system," I answered.

"Then followed a terrific argument. The old man banged the table in front of him, and not to be outdone I banged it as well."

"Then suddenly he had an idea and chuckled over it."

"I congratulate you," he said. "We supply anything from a needle to an elephant. Now it is supplying an agitator to the Labour movement. We are living up to our name as 'universal providers.' Excellent! All my young men who leave me go to good positions. Good luck to you!"

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INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATION.
RANGOON via SWATOW ... "HOPSANG" ... Tuesday, 29th Apr., Noon.
STRAITS & CALCUTTA ... "KUTSANG" ... Tuesday, 29th Apr., 3 p.m.
TSINGTAI via SWATOW ... "FOOSHING" ... Wednesday, 30th Apr., 7 a.m.
ANTUNG via SWATOW & SHANGHAI ... "WOSANG" ... Thursday, 1st May, 7 a.m.
KORE via MOJI ... "NAMSANG" ... Saturday, 3rd May, 7 a.m.
MANILA ... "YUENSANG" ... Saturday, 3rd May, 11 a.m.
TIENTSIN ... "CHONGSHING" ... Saturday, 3rd May, 1 p.m.
SANDAKAN ... "HINSANG" ... Saturday, 3rd May, 1 p.m.
SHANGHAI via SWATOW ... "WAISHING" ... Sunday, 4th May, 7 a.m.
STRAITS & CALCUTTA ... "LAISANG" ... Wednesday, 7th May, 3 p.m.
MANILA via AMOY ... "SUISANG" ... Saturday, 10th May, 11 a.m.
HAIPHONG via HOIHOW ... "LEESANG" ... Sunday, 11th May, 10 a.m.
RANGOON via HOIHOW ... "CHUNSANG" ... Friday, 16th May, 10 a.m.
KORE via SHANGHAI & MOJI ... "FOOSANG" ... Tuesday, 20th May, 10 a.m.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Wireless and carry a fully-qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday, at 11 a.m.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow both ways.

BOERNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers, s.s. "HINSANG" and s.s. "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datar.

TIENTSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, occasionally calling at Weihaiwei and Chefoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok via Swatow by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

s.s. "KUTSANG" will be despatched on or about
Tuesday, 29th April, 3 p.m., for SINGAPORE, PENANG
& CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT
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Vessel	Due Hongkong	Vessel	Leaves Hongkong	Discharges
"GLENAMORY"	7th May	"GLENGARRY"	7th May	London, Rotterdam & Hamburg.
"GLENAVAP"	13th May			
"CARMARTHENSHIRE"	30th May			

Movements are subject to change without notice.

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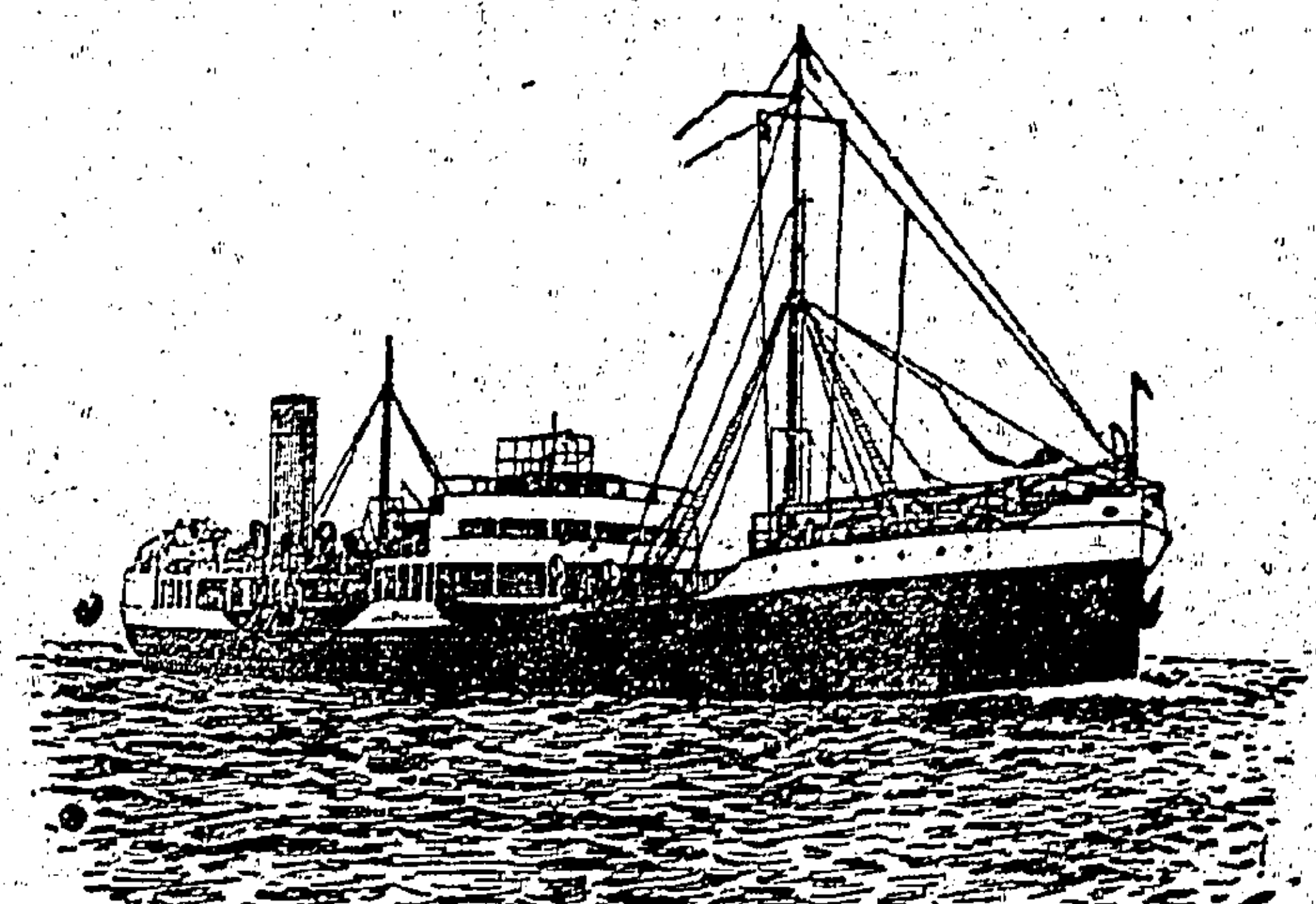
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427' 0" x 58' 1" x 51' 0" 8,400 tons d.w. x 3,100 H.P.

Built by THE HONGKONG & WHAMPOA DOCK CO., LTD., at KOWLOON DOCKS to the order
of THE ANGLO-SAXON PETROLEUM CO., LTD., being one of four similar vessels built in
the same order.

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R. M. DYER, B. Sc., M.I.N.A., Kowloon Dock, Hongkong.

SHIPPING NEWS

ARRIVALS.

April 26th.
Pahan, British str., 351 tons, Capt. A. Munro, from Kobe, with a general cargo, lying at Kwai-chow wharf.
 Mackinnon, MacKenzie & Co.

Poonghong, British str., 1,041 tons, Capt. J. G. Smith, from Saigon, with rice, lying at buoy No. 121. Yuen Seng Fat.

Tecumseh, British str., 1,247 tons, Capt. J. Everett, from Calcutta, lying at Lai Chi Kok. Standard Oil & Co.

April 26th.

Bahama, Japan str., 2,736 tons, Capt. J. Miyahara, from Sandakan, with a general cargo, lying at buoy No. 140. O.S.K.

Chang Chow, British str., 1,207 tons, Capt. G. McMillan, from Shanghai, with a general cargo, lying at buoy No. C20. B & S.

Hachang, British str., 1,270 tons, Capt. Ellis Walker, from Foochow, Amoy and Swatow, with a general cargo, lying at Douglas Company's wharf. Douglas Laing & Co.

Hanoi, French str., from Canton, lying at buoy No. C10.

Hedong, British str., 501 tons, Capt. W. Hecover, from Swatow, with a general cargo, lying at Chi On wharf. Chi On S.S. Co.

Kajima, Japan str., 1,206 tons, Capt. T. Kaneko, from Dairen, with coal, lying at buoy No. C17. M.B.K.

President Cleveland, American str., 8,200 tons, Capt. Geo. W. Yardley, from San Francisco, with a general cargo, lying at Kwai-chow wharf. P.M.S.S. & Co.

Taiwan, Chinese str., 1,023 tons, Capt. A. Cornelius, from Swatow, with coal, lying at buoy No. A10. Lan Tai & Co.

Shanghai, Japanese str., 1,502 tons, Capt. C. Kawamura, from Shanghai and Swatow, with a general cargo, lying at Shing-shi wharf. N.Y.K.

Sand, Portuguese str., 110 tons, Capt. U. A. de Souza, from Kwang Chow Wan, with a general cargo, lying at Sankong wharf. De On S.S. & Co.

Taiwan, British str., 1,150 tons, Capt. Hugh Evans, from Hongkong, with a general cargo, lying at buoy No. A10. B & S.

Taiwan, British str., 1,150 tons, Capt. C. S. (Latter), from Singapore and Hongkong, with a general cargo, lying at buoy No. C10. B & S.

Taiwan, Japanese str., from Canton, lying at Shing-shi wharf.

Yungtung, Japanese str., from Canton, lying at West Point.

Yungtung, British str., 1,215 tons, Capt. Foster, from Shanghai, with a general cargo, lying at buoy No. B12. B & S.

Yungtung, British str., from Canton, lying at buoy No. C12.

April 27th.

Admiral, Dutch str., 3,800 tons, Capt. Brauer, from Shanghai, with a general cargo, lying at buoy No. A1. J.C.L.

Angkor, Spanish str., 2,750 tons, Capt. de la Cruz, from Shanghai, with a general cargo, lying at buoy No. A10. M.M.

Angkor, Japanese str., 1,040 tons, Capt. A. Ono, from Singapore, with a general cargo, lying at buoy No. A10. O.S.K.

From, Swedish str., 1,300 tons, Capt. J. E. Nilsson, from Kungälv, with coal, lying at buoy No. B11. Y.K.K.

Haitan, British str., 1,183 tons, Capt. J. Anderson, from Saigon, with rice, lying at buoy No. C20. Man Wing S.S. & Co.

Haitan, Norwegian str., 2,207 tons, Capt. C. Anderson, from Shanghai, with rice, lying at buoy No. B11. Grimsby & Co.

Kuma, Japanese str., 4,000 tons, Capt. Y. Okuno, from Shanghai, with a general cargo, lying at buoy No. A1. N.Y.K.

Kushing, British str., from Canton, lying at Kwai-chow wharf.

Mahoe, Japanese str., 2,215 tons, Capt. K. Fukuda, from Moji, with a general cargo, lying at Kwai-chow wharf. N.Y.K.

Reina, French str., 315 tons, Capt. A. Monaghan, from Haiphong, lying at buoy No. C14. Tai Wai & Co.

Theresa, British str., 1,401 tons, Capt. A. E. Butt, from Liverpool and Singapore, with a general cargo, lying at Hoi's wharf. B & S.

Typhoon, British str., 7,172 tons, Capt. P. Kleeck, from Kobe, with a general cargo, lying at buoy No. A12. B & S.

CLEARANCES.

April 25th.
Elgin, for Phenix.

Alen, for Swatow.

Peking, for Shanghai.

Poole, for Kwang Chow Wan.

Sui, for Amoy.

Tai, for Saigon.

Yue, for Haiphong.

April 26th.
Amakusa, for Swatow.

Bahama, for Swatow.

PASSENGERS.

ARRIVALS.

Per s.s. *Hongkong* on April 26th:—
 Mr. V. Montgomery, and Mrs. A. N. Lacey.

Per s.s. *President Cleveland*:—For Hongkong: Mr. Gordon Black, Mr. O. L. Bush, Mr. Chang Sui Bay, Mrs. Helen Chang, Mr. Jackson Chang, Miss Maria Chomonsky, Mr. Fook Gum Chew, Mrs. Ho Shee Chew, Miss Esther Chew, Miss Rose Chew, Mr. Wong Dan, Mr. Wong Hung, Mr. Wong Yuk Man, Mr. Chang Quan, Mr. Manuel Vales, Miss Mabel Wain, For Manila: Mr. C. Anderson, Mr. and Mrs. W. R. Babcock, Mrs. S. L. Bayard, Mr. D. A. Battersby, Jr., Mrs. Bertha Bertrug, Miss Eda Bertrug, Mr. J. Bonechore, Mr. J. J. Corbett, Mr. N. Doumin, Dr. X. M. Feliciano, Mr. and Mrs. O. D. Foster, Mr. T. E. Gallagher, Miss M. Giggins, Miss M. Hall, Mrs. Chas. D. Herdman, Mr. J. W. Hill, Mr. T. E. Lake, Mrs. Annabelle Lee, Miss H. R. Malliet, Mr. C. C. Mallory, Mr. and Mrs. Chas. A. Massell, Miss E. R. Massell, Mr. M. A. Moore, Jr., Mrs. G. M. Norton, Mrs. Fred W. Prising, Mr. and Mrs. W. H. Bennetts, Miss E. Bennetts, Mrs. H. N. Sallet, Miss Betty Sallet, Miss Jean Sallet, Mr. W. K. Smith, Mr. James M. Swartz, Mr. F. F. Talavera, and General D. A. Utter.

DEPARTURES.

Per M.M.S. s.s. *Angkor*, on April 27th:—
 Mr. Gordon Black, Mr. Stevens, Mr. E. Naven, Mr. T. Sallie, Miss M. Zamora, Miss B. Zamora, Mrs. F. Zamora Garcia, Mrs. C. Singian, Mr. O. Gauthier, Rev. Fr. Tahan.

Per Hugo Stange s.s. *Carl Legien*:—
 Mr. and Mrs. O. E. Harder, Miss Adama, Mr. D. E. Weidemann, Mr. D. Schilling, Mrs. Molliter, Mr. P. J. Klink, Mr. Hess, Mr. Larsen, Miss Sophie Rattner, Mr. A. Blome, Mr. and Mrs. E. A. Schenkel, Mr. J. S. Zuzure, Mr. A. Blanco, Mrs. C. W. D. Von Dorsner, and Mrs. C. P. Vetter.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Asia* left Saigon on April 26th at 3.45 p.m., and is due at Hongkong on Tuesday, April 29th, at 6 a.m.

The R.M.S. *Empress of Australia* left Yokohama on April 26th, and is due at Vancouver on May 7th.

The P. & O. s.s. *Andania* left Shanghai for this port on the 25th inst. at 2.30 p.m., and is due here on the 28th at about 5 p.m.

The s.s. *Poliphenus* (Blue Funnel Line) left Liverpool on the 19th inst. for Singapore, Hongkong, Shanghai, Kobe and Yokohama, and is due here on or about May 30th.

The s.s. *Enghel* (Blue Funnel Line), arrived at New York on the 25th inst.

The s.s. *Portedale* (Blue Funnel Line), from Pacific ports, left Moke on the 26th inst. for this port, and is due here on the 28th at daylight.

The O.S.K. s.s. *London* left Saigon on the 25th inst., and is expected to arrive here on the 28th.

The Dollar Steamship Line's *President* left Hongkong on March 14th, arrived at New York on April 25th—52 days in transit Hongkong to New York.

VESSELS EXPECTED.

St. Albans (E. & A.), due April 28th.
Leila (M.M.), due to-day.

Benardine (Blue Line), due April 29th.
Donned (Blue Funnel), due May 2nd.

Empress of Asia due to-morrow, 6 a.m.
London (Blue Funnel), due May 12th.

Line (Blue Funnel), due April 29th.
Lygon (Blue Funnel), due May 22nd.

Maier (Blue Funnel), due May 14th.
Napier (P. & O.), due April 30th.

President (Admiral), due May 2nd.
President (Admiral), due May 2nd.

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President (Admiral), due May 2nd.

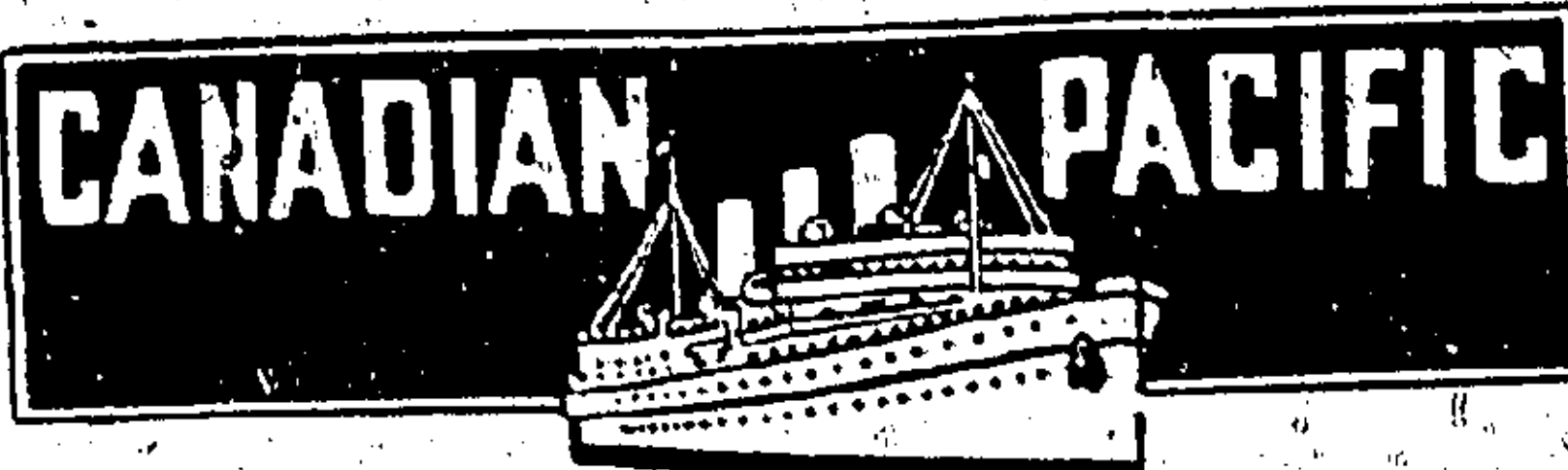
President (Admiral), due May 2nd.
President (Admiral), due May 2nd.

President (Admiral), due May 2nd.
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President (Admiral), due May 2nd.
President (Admiral), due May 2nd.

President (Admiral), due May 2nd.
President (Admiral), due May 2nd.



HOME VIA CANADA

Hongkong to England
 via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver, Montreal & Quebec.
 From Hongkong to Vancouver:—
 Empress Asia May 8 May 26
 Empress Russia May 29 June 16
 Empress Australia June 13 July 2
 Empress Asia July 3 July 21
 Empress Scotland June 4 June 11
 Empress Russia June 25 July 2
 Empress Scotland July 30 Aug. 6

Other Atlantic sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg. Allotment of Cabin on Atlantic steamers held here and through tickets issued. Early reservation necessary.

Three Trans-continental Trains Daily.
 Standard Sleeping Cars, Compartments and Drawing Rooms.
 Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

"CANADIAN PACIFIC THROUGHOUT"

HONGKONG-MANILA SERVICE.
 From Hongkong to Manila:—
 April 30 May 2
 May 21 May 23
 June 25 June 27
 From Manila to Hongkong:—
 May 21 May 23
 June 25 June 27
 Passenger Department: Tel. 752.
 Freight and Express: Tel. 42.
 Cables: GACANTAC.
 Cables: NAUTILUS.

T. K. K.

THE PATHWAY OF THE SUN

"Via HONOLULU—THE PARADISE OF THE PACIFIC."

REDUCED FARE TO EUROPE. £120—£110.
 First class throughout. Mono class steamers on the Atlantic.

HONGKONG TO SAN FRANCISCO.
 VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU.
 STEAMERS
 SHIMAZU MARU (From Kobe, May 25th) ... 20,000 tons, May 5th
 TAIYO MARU (From Kobe, May 25th) ... 22,000 tons, May 14th
 TENYO MARU ... 22,000 tons, June 14th
 KOREA MARU ... 22,000 tons, June 24th
 SHINYO MARU ... 22,000 tons, June 24th

HONGKONG TO VALPARAISO.
 VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, MANZANILLO, BALBOA, CALLAO, MOLLEND, AMICA AND IQUIQUE.
 THROUGH BY TRANS-ANDALUS ROUTE TO BUENOS AIRES.

STEAMERS
 SEIYO MARU ... 14,000 tons, June 10th
 RAKUYO MARU ... 13,500 tons, July 13th

Through Bills of Lading issued to all United States Overland Points; also via Panama Canal Lines to Atlantic Ports.

For full information regarding Passengers, Freight and Sailings, Apply to:—
 Agents at Canton: Messrs T. E. GRIFFITH
 Y. TSUTSUMI, Manager, King's Building, Tel. Nos. C. 2174 & 2375.

COMPANIA TRASATLANTICA DE BARCELONA

Spanish Royal Mail Line
 For MANILA, SINGAPORE, COLOMBO, SUEZ, PORTSAID, BARCELONA AND OTHER SPANISH PORTS.

S.S. "C. LOPEZ Y LOPEZ" ... 23rd May
 S.S. "ISLA DE PANAY" ... 14th July

For SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.
 S.S. "C. LOPEZ Y LOPEZ" ... 3rd May
 S.S. "ISLA DE PANAY" ... 23rd June

The steamers of this Company are all classed 100 A1 at Lloyd's and are fitted with every modern convenience for the comfort and safety of the passengers. Stewards and Doctor carried.

For Freight and/or passage apply to:—
 O. D. BARRETTO, 23, Central Avenue, B.O. CANTON.
 BOTELHO BROS., Alexandra Building, Hongkong.

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION
 LONDON, HAMBURG, ROTTERDAM & ANTWERP—via Singapore, Colombo, Suez and Port Said.

"LONDON MARU" ... Wednesday, 20th Apr.
 RIO DE JANEIRO, SANTOS & BUENOS AIRES—via Saigon, Singapore, Colombo, Durban and Capetown.

"CANADA MARU" ... Friday, 6th June.
 BOMBAY via Singapore and Colombo.
 "ALPS MARU" ... Monday, 5th May.
 "BORNEO MARU" ... Monday, 20th May.

BANGKOK, SAIGON via SINGAPORE.
 "BUSHO MARU" ... Friday, 2nd May.
 CALCUTTA via Singapore & Rangoon.
 "INDO MARU" ... Sunday, 25th May.

VICTORIA, SEATTLE, TACOMA & VANCOUVER via Shanghai and Japan Ports.
 "ALABAMA MARU" ... Friday, 9th May.
 "ARABIA MARU" ... Saturday, 17th May.

NEW YORK via Japan Ports, San Francisco and Panama.
 "HAYAMA MARU" ... Beginning of May.
 JAPAN PORTS—Moji, Kobe, Osaka, Yokohama and Nagoya.
 "SUMATRA MARU" ... Monday, 5th May.
 "ALABAMA MARU" ... Friday, 9th May.

KEELUNG via SWATOW & AMOY.
 "KAIJO MARU" ... Sunday, 4th May, Noon.
 TAKAO via SWATOW & AMOY.
 "KOTSU MARU" ... Thursday, 8th May, 10 a.m.

TAKAO & KEELUNG.
 "KISHU MARU" ... Friday, 10th May.

For further particulars please apply to:—
 OSAKA SHOSEN KAISHA
 K. SHIMIZU, Manager.

Telephone Nos. 4088, 4089, 4090.

PACIFIC MAIL

STEAMSHIP COMPANY

MANAGING AGENTS—UNITED STATES SHIPPING BOARD

TRANS-PACIFIC SERVICE

FAST NEW AMERICAN STEAMERS TO

SAN FRANCISCO

SHANGHAI, KOBE, YOKOHAMA & HONOLULU.
 S.S. "PRESIDENT CLEVELAND" ... May 7th, at 6 p.m.
 S.S. "PRESIDENT PIERCE" ... May 21st, at 6 p.m.
 S.S. "PRESIDENT WILSON" ... June 4th, at 6 p.m.
 Sailing and Fares subject to Change Without Notice.

LOW FARES TO EUROPE

LOCAL EQUIVALENT OF

£120 £112 £110

WITH STOP OVER PRIVILEGES AT PORTS OF CALL AND POINTS IN UNITED STATES.

VISIT	CONNECTING WITH ANY	VISIT
SAN FRANCISCO	DIRECT TRANS-CONTINENTAL RAILWAY AND ATLANTIC STEAMERS.	YOSEMITE GRAND CANYON FEATHER RIVER YELLOW STONE PARK NIAGARA FALLS.
LOS ANGELES		
SALT LAKE		
CHICAGO		
NEW YORK		

HONGKONG-MANILA

S.S. "PRESIDENT PIERCE" ... May 11th, at Noon.
 S.S. "PRESIDENT WILSON" ... May 25th, at Noon.

HONGKONG-CALCUTTA

FREIGHT ONLY

CALCUTTA via SINGAPORE, PENANG & RANGOON.
 S.S. "LAKE GITANO" ... May 3rd 1924, at 5 p.m.

PACIFIC MAIL STEAMSHIP CO.

1st Floor, QUEEN'S BUILDING, HONGKONG.
 Cable Address: Tel. Central 141. Canton Agents: "SOLANO" 3322. HOLYOAKE MASSEY & CO., LTD.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai, Japan ports
 Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.
 Through passage rates to Europe via America G.3405, G.3420, G.3440

SHIMAZU MARU ... Wednesday, 14th May, at 11 a.m.
 YOKOHAMA MARU ... Wednesday, 28th May, at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore, &c.
 KAMO MARU ... Monday, 24th Apr., at 11 a.m.
 KATORI MARU ... Wednesday, 7th May, at 11 a.m.

HAMBURG via LONDON & ROTTERDAM.
 LYONS MARU ... Tuesday, 20th May

LIVERPOOL via MARSEILLES & VALENCIA.
 TAJIMA MARU ... Tuesday, 13th May

SYDNEY & MELBOURNE via Manila, &c.
 AKI MARU ... Wednesday, 14th May, at 11 a.m.
 TANGO MARU ... Wednesday, 15th June, at 11 a.m.

NEW YORK & BOSTON via PANAMA.
 TOBA MARU ... Sunday, 4th May

BUENOS AIRES via Singapore, Durban & Cape Town.
 KANAGAWA MARU (calling Delagoa Bay & Port Elizabeth) ... Thursday, 6th May

BOMBAY via Singapore & Colombo.
 MALACCA MARU ... Monday, 28th Apr.
 NAGATO MARU ... Saturday, 10th May

CALCUTTA via Singapore, Penang & Rangoon.
 RANGOON MARU ... Thursday, 1st May
 OSAKA MARU ... Tuesday, 6th May

NAGASAKI, KOBE & YOKOHAMA.
 TANGO MARU ... Thursday, 15th May

SHANGHAI, KOBE & YOKOHAMA.
 LIMA MARU ... Tuesday, 29th Apr.
 DARAR MARU ... Thursday, 1st May
 HARONE MARU ... Tuesday, 6th May

For further information, apply to:—
 NIPPON YUSEN KAISHA
 Telephone: Central Nos. 292, 293 & 2422. Y. YAMAMOTO, Manager.

W. S. BAILEY & CO., LTD.

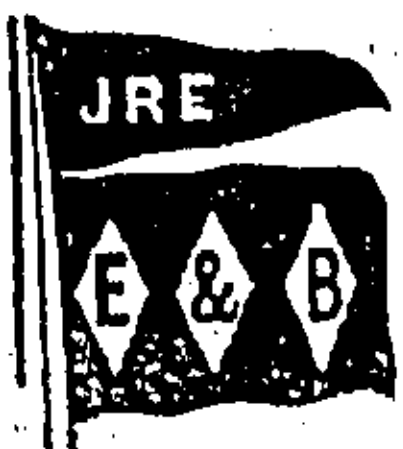
SHIPBUILDERS, MARINE AND LAND ENGINEERS
 Builders of Vessels up to 1,500 Tons: Fast Steam Launches and Motor Craft of all kinds: Tugs, Barges, Oil Tankers, Light-draft and River Steamers; Vessels built and shipped for re-creation abroad.



OIL-FIRED TUG BOAT "LION" BY BUILT BY W. S. BAILEY & CO., LTD.
 Boilers, Makers, Founders and Constructional Engineers and Repairer.

ELLERMAN &

BUCKNALL



STEAMSHIP

COMPANY, LTD.

PROJECTED SAILINGS FROM HONGKONG.

Subject to ALTERATION.

"CITY OF CHRISTIANIA".....23rd April.....Mars, L'don, R'dam & Hamburg
PASSENGER SERVICE.

FARES TO LONDON.

SINGLE 1st Class "A".....£ 91. "B".....£ 84. 2nd Class "A".....£ 63. "B".....£ 56.
RETURN "A".....£ 161. "B".....£ 147. "A".....£ 108. "B".....£ 98.
Cargo Steamers, Saloon Passage £62.

NOTE—Particularly Charge of Passage Rate by Cargo Steamers.

For further particulars, apply to—

THE BANK LINE, LTD.

(Tel. Central, 780).

HOLYOAK, MASSEY & Co, LTD., CANTON.

BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

(OSJAN S.S. CO. LTD. AND CHINA MUTUAL S.S. CO. LTD.)

AND

AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"KEEMUN".....via Suez Canal.....1st May.
"JURY OF ORAN".....via Suez Canal.....11th May.
"OANFA".....via Suez Canal.....21st May.
"KASAMA".....via Suez Canal.....31st May.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON. HOLYOAK, MASSEY & Co, LTD., CANTON.

M. MESSEGERIES MARITIMES

SERVICES CONTRACTUELS



Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hongkong and Sailings for Shanghai and Japan.	Probable Sailings from Hongkong for Marseilles.
CHAMBORD	—	—	11th May
PAUL LECAT	—	—	19th May
ANDRE LEBON	27th Mar.	27th Apr.	25th May
AMBOISE	10th Apr.	10th May	8th June
CHANTILLY	24th Apr.	20th May	22nd June
ANGERS	8th May	9th June	6th July

RATES OF PASSAGE MONEY TO MARSEILLES

(Including Table Wine and Free Doctor's Attendance).
A CLASS (1st Class).....£ 95. 0s. 0d. B CLASS (1st Class).....£ 83. 0s. 0d.
STEAMERS (2nd).....£ 68. 0s. 0d. STEAMERS (2nd).....£ 60. 0s. 0d.

Through Tickets to London and Landing Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

"CAPITAINE PAURE" loading for HAVRE, ANTWERP

& DUNKIRK about the 15th of May.

"COMMISSAIRE RAHEL" from DUNKIRK, LONDON & HAVRE is due

to arrive 28th April.

Sailings subject to alteration without notice.

For full Particulars, apply to—

MESSAGERIES MARITIMES CO.,

Telephone: Central 740.

2) CONSIGNATION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHEW

AND RETURN

(Occupying 9 or 10 Days)

HAIPHONG Capt. Ellis Walker 29th Apr., at 1 p.m.
HAIPHONG Capt. W. B. Trenchard Friday, 2nd May, at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Bako Pier).

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,

General Manager.

PRINCE LINE FAREAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and

NEW YORK

SS "SLAVIC PRINCE" 16th May.
SS "ROMAN PRINCE" 14th June.
SS "EASTERN PRINCE" 1st July.

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 313

Telegrams (Furprinor)

(Incorporated in Great Britain)

8, George's Building.

P. & O., British India
Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND).
MAIL AND PASSENGER SERVICES
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
NEW ZEALAND & QUEENSLAND PORTS, RED SEA,
EGYPT, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY

DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"SJOJAN"	6,888	30th Apr. Noon	S'pore, Penang, Colombo & B'way.
"KALIAN"	6,118	3rd May, Noon	Marseilles, London & Antwerp.
"MIRAPORE"	6,715	14th May	S'pore, Colombo & B'way.
"PLASSY"	7,426	17th May	Mars, London & Antwerp.
"KASHMIR"	6,853	24th May	do
"SICILIA"	6,813	25th May	S'pore, Penang, Colombo & B'way.
"NAGFORE"	5,283	26th May	S'pore, Colombo & B'way.
"KALIA"	9,097	31st May	Mars, London & Antwerp.
"KASHGAR"	8,840	14th June	Mars, London & Antwerp.
"SOUJAN"	6,886	24th June	S'pore, Penang, Colombo & B'way.
"MOREA"	10,911	28th June	Mars, L'don & Antwerp.
"KARNATA"	9,938	12th July	do
"SICILIA"	6,813	22nd July	S'pore, Penang, Colombo & B'way.
"MALWA"	10,911	26th July	Mars, L'don & Antwerp.
"DEVANHA"	8,092	9th Aug.	do
"MANTHA"	10,902	23rd Aug.	do
"KEYSER"	9,014	6th Sept.	do
"KASHIR-HIND"	11,430	20th Sept.	do
"KASHMIR"	6,853	4th Oct.	do
"MOREA"	10,911	18th Oct.	do
"KASHGAR"	8,840	1st Nov.	Mars, L'don & Antwerp.

BRITISH INDIA-APCAR SAILINGS

"TANDA" 6,958 2nd May Singapore, Penang & Colombo.
"TAKADA" 6,849 25th May do.
"TORILLA" 6,205 13th June do.

EASTERN AND AUSTRALIAN SAILINGS (South)

"ST. ALBANS" 4,591 30th Apr., 4 p.m. Mails, Sandakan, Thursday
"EASTERN" 4,000 28th May Island, Townsville, Brisbane,
"ARAFURA" 6,000 2nd July Sydney & Melbourne.

Freight connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver
The P. & O. Royal Mail Steamers to London via Suez Canal, San Francisco, etc.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for South America (London via Panama Canal).

SAILINGS TO SHANGHAI AND JAPAN

S.S.	Tons	From Hongkong	Destination
"NANPORA"	5,243	1st May	Shanghai & Kobe.
"KHIVA"	5,097	3rd May	Shanghai, Moji & Kobe.
"KASHIR"	4,000	3rd May	Moji & Kobe.
"TAKADA"	6,849	5th May	do
"SICILIA"	6,813	11th May	Shanghai.
"KASHIR"	5,841	16th May	Shanghai, Moji & Kobe.
"TORILLA"	5,205	24th May	Moji & Kobe.
"MOREA"	10,911	26th May	Shanghai, Moji & Kobe.
"TAKADA"	10,001	30th May	Moji & Kobe.
"ARAFURA"	6,000	7th June	do
"SOUJAN"	6,886	11th June	Shanghai.
"KARNATA"	9,938	13th June	Shanghai, Moji & Kobe.
"MALWA"	10,911	27th June	do
"ST. ALBANS"	4,591	5th July	Moji & Kobe.
"SICILIA"	6,813	10th July	Shanghai.
"DEVANHA"	8,092	11th July	Shanghai, Moji & Kobe.
"MANTHA"	10,902	23rd July	do
"EASTERN"	4,000	2nd Aug.	Moji & Kobe.
"KEYSER"	9,014	6th Aug.	Shanghai, Moji & Kobe.
"KASHIR-HIND"	11,430	22nd Aug.	do
"KASHMIR"	6,853	5th Sept.	do
"ARAFURA"	6,000	8th Sept.	Moji & Kobe.
"MOREA"	10,911	19th Sept.	Shanghai, Moji & Kobe.
"KASHGAR"	8,840	3rd Oct.	do
"ST. ALBANS"	4,591	4th Oct.	Moji & Kobe.
"MALWA"	10,911	18th Oct.	Shanghai, Moji & Kobe.
"KARNATA"	9,938	1st Nov.	do

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
All cabins are fitted with Electric Fans free of charge.
Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to NOON on the day previous to sailing.
For further information, Passages, Fares, Freight, Handbooks, etc., apply to—
ACKINSON, MACKENZIE & CO.,
22, Des Voeux Road Central, HONGKONG.

Agents.

CHINA NAVIGATION CO.,
LIMITED.

Ports	Steamers	Date of Departure
HONGKONG & SHANGHAI	"TAMING"	On 29th Apr., 10 a.m.
SWATOW & BANGKOK	"KALGAN"	On 29th Apr., 5 p.m.
AMOI & SHANGHAI	"LINAN"	On 29th Apr., 4 p.m.
AMOI & SHANGHAI	"YINGCHOW"	On 30th Apr., D.L.
SHANGHAI	"HUPPE"	On 1st May, D.L.
SHANGHAI	"WUHU"	On 1st May, D.L.
SHANGHAI	"CHANGHONG"	On 1st May, D.L.
SHANGHAI	"SHANTUNG"	On 1st May, D.L.
SWATOW & SHANGHAI	"TAIKOO WANYU"	On 1st May, D.L.
JAVA	"SUIYANG"	On 2nd May, D.L.
SHANGHAI	"LIANGHONG"	On 3rd May, D.L.
SHANGHAI	"ICHANG"	On 4th May, D.L.
SHANGHAI	"SUNNING"	On 4th May, D.L.

SHANGHAI LINE—Excellent Saloon accommodation amships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (via Swatow and extending to Peking), Tuesdays (via Amoy), Thursdays (via Swatow) and Saturdays (direct—extending to Tsingtao). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Wooning.

BANGKOK LINE—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

Telephone Central 38.

Agents.

CARGO AND PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.
SAILINGS SUBJECT TO ALTERATION

Steamer	Arr. Hongkong from Australia	Leaves Hongkong for Manila, Sandakan, Thurs. Is. & Aus. Ports.
"TAIWAN"	28th April	1st May

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A fully qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian Ports.

For Freight and Passage, apply to— BUTTERFIELD & SWIRE.

Telephone No. Central 38.

Agents.

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK AND BOSTON via SUEZ.

S.S. "DACE CASTLE" Sails on or about 6th May.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (PIUMI).

TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

£66.

NEXT SAILINGS.

OUTWARD FOR YOKOHAMA, KOBE AND MOJI.

S.S. "DUCHESSA D'AOSTA" Sails about 4th May.
S.S. "SILVIO PELLICO" Sails about 1st June.
S.S. "NIPPON" Sails about 3rd June.
S.S. "ROSANDRA" Sails about 3rd July.

HOMeward FOR BRINDISI, VENICE AND TRIESTE.

S.S. "PIUMI-L" Sails about 8th May.
S.S. "NUMIDIA" Sails about 11th May.
S.S. "AUSSA" Sails about 4th June.
S.S. "DUCHESSA D'AOSTA" Sails about 7th June.
S.S. "SILVIO PELLICO" Sails about 4th July.
S.S. "NIPPON" Sails about 6th July.
S.S. "ROSANDRA" Sails about 7th August.

* Cargo only.

NATAL LINE OF STEAMERS.

FOR CALCUTTA COLOMBO TO SOUTH AFRICAN PORTS.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED.

Telephone Central 1030.

Agents.

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS

EXPRESS FREIGHT SERVICE.

FOR SAN FRANCISCO AND LOS ANGELES

FROM HONGKONG BY DIRECT ROUTE.

U.S.S.B. "West Sequana" Due Hongkong 28th Apr.
Leave Hongkong 28th Apr.
U.S.S.B. "West Chopaka" Due Hongkong 2nd May
Leave Hongkong 2nd May
CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO SAN FRANCISCO DIRECT.

U.S.S.B. "Las Vegas" Due Hongkong 1st May
Leave Hongkong 5th May

TO MANILA, CEBU AND ZAMBOANGA.

U.S.S.B. "West Carmora" Due Hongkong 18th May
Leave Hongkong 20th May

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

TO BATAVIA, SEMARANG AND SOERABAYA.

For Full Information, Apply to

STRUTHERS AND BARRY.

L. EVERETT, General Agent for JAPAN-CHINA-PHILIPPINES, INDO-CHINA-STRAITS & JAVA.
1st Floor, Queen's Building, Phone No. Central 3006.
G. P. BRADFORD, Res. Agent.

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Y. K. K.

Yamashita Steamship & Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Broker.
Coalmine Owners, General Coal Merchant.

REGULAR FREIGHT & PASSENGER SERVICE
BETWEEN
KEELUNG, HONGKONG, CANTON & HAIPHONG.
SAILING FROM HONGKONG.

For CANTON
S.S. "TAIKWA MARU" on or about 30th April.
For HAIPHONG via Hoihow & Pakhei
S.S. "TAIKWA MARU" on or about 2nd May.
For KEELUNG via Swatow & Amoy
S.S. "NANTO MARU No. 1" on or about 9th May.

For further particulars, please apply to—
Branch Office
No. 37, Des Voeux Road West.
Tel. Central No. 155.
Main Office
Top Floor, King's Building.
Tel. Central Nos. 140 & 4467.

